

B.6 COMMENTS FROM INDIVIDUALS

I-1 Abeloe, Tiffany

To: jcollins@mp.usbr.gov
Subject: Cachuma Lake RMP comment

I-1-1 Mr. Collins,
I applaud the process of updating Cachuma Lake's recreational activities. And I appreciate that it is being done in such a manner as to minimize potential negative impacts on the lake and its surrounding areas.
With that in mind, I want to strongly voice my approval for allowing closed and open-decked kayaks on the lake as outlined in Alternatives 2 or 3.
I, and others, have waited a long time hoping to someday be able to paddle Cachuma. Although I would enjoy having more access as outlined in Alternative 3 of the draft report, I would be happy with the more restricted access in Alternative 2 as well. Kayaking is an unobtrusive water activity that I believe would fit well with the updated RMP that is being developed.
Thank you for your time and consideration,
Tiffany Abeloe

Response to Comment I-1

I-1-1

The comment is noted. Kayaking and canoeing would be allowed under the Preferred Alternative (Alternative 2), as described in Section 2.7.2. Kayaks and canoes would be subject to any vessel inspection protocols that are in place (see Section 3.9.2.2). Scheduled UCSB crew practice will continue to be allowed (see Section 2.5.2).

I-2 *Adler, W.H.*

Subject Fwd: Rowing on Lake Cachuma
>>> William Adler <wadler@toad.net> 10/07/08 9:17 AM >>>

I-2-1 Dear Sir:
 There are several reasons to consider recreational rowing, paddling and sailing on Lake Cachuma:
 Rowing, paddling and sailing do not lead to pollution of the lake.
 Rowing, paddling and sailing do not cause erosion of the shoreline due to the generation of boat wakes.
 Rowing, paddling and sailing do not generate noise or fuel fumes or fuel slicks on the water.
 Because rowing, paddling and sailing are low speed activities, they are inherently safe.
 They do not destroy grasses, or bird and animal habitats.
 All these activities are going to promote health of the participants and result in no increase in costs to taxpayers or the government.
 Thank you,
 W.H. Adler, M.D.

Response to Comment I-2

I-2-1

See the response to Comment I-1-1 in regard to kayak and canoe use. Sailing in wind-driven boats is currently allowed and would continue under the Preferred Alternative, subject to any vessel inspection protocols that are in place (see Section 3.9.2.2).

I-3 Anderson, Nancy

P 2 of 3

CACHUMA LAKE RMP and EIS

MY NAME IS Nancy L Anderson

I LIVE IN Solvang, CA NEIGHBORHOOD IN [COUNTY] Santa Barbara County

QUESTIONS/COMMENTS ON THE CACHUMA LAKE RMP and EIS

I am in favor of Alternative Plan I which preserves the
natural beauty and resources of the Cachuma Lake
Recreation Area.

If any monies are being appropriated for the improving
Lake Cachuma Recreation area it should be used:

I-3-1

- 1) to upgrade existing facilities
- 2) to hire additional paid staff to patrol all areas and
enforce laws
- 3) to hire paid qualified naturalists to develop edu-
cational programs, do grant writing for educational
facilities such as botanic gardens, a planetarium
and for a working branch of the S.B.W.C.N.

ADDITIONAL COMMENTS MUST BE RECEIVED by the Bureau of
Reclamation no later than close of business Monday, September
~~22, 2008.~~ extended to Oct. 31, 2008

Send your comments (delivery receipt and signature requested) to:

Mr. Bob Epperson, Project Manager
Bureau of Reclamation
1243 'N' Street, Fresno, CA 93721

OR - Email your comments (delivery receipt option selected) to:

repperson@mp.usbr.gov

(Santa Barbara Wildlife Care Network) p. 2 of 2

I am against Plans II and III as they would cause a definite impact on wildlife, water and air quality, and the safety of campers, boaters and hikers.

Negative impacts would be expected if additional facilities and use areas were introduced. The result would be more tourist density, which would cause the following problems:

- 1) Increased traffic problems on the only "in-out" access road - the narrow Highway 154.
- 2) A negative impact on wildlife habitat due to encroachment and noise levels, etc.
- 3) Additional maintenance of park grounds and sanitation facilities would be required.
- 4) More safety patrol units would need to be employed to cover the expanded use areas to enforce laws.
- 5) Water and air quality would be diminished by pollution from fuels, exhausts and wood burning.
- 6) Increased opportunities for fire danger and consequent evacuation problems.
- 7) Developing the North Shore for remote camping and hiking would encroach upon animal habitat frequented by predator animals such as bears and mountain lions.

Camping and hiking would not be compatible with existing cattle grazing and horseback riding. The known presence of traps, firearms use and poaching activities would present an obvious risk to one's safety.

Nancy L. Anderson
10-29-05

I-3-1, Cont.

Response to Comment I-3

I-3-1

The commenter's support for Alternative 1 is noted. Alternative 2 has been identified as the Preferred Alternative but would not substantially increase recreation or visitation. Alternative 2 includes management actions to upgrade existing facilities. The recommendation to hire additional law enforcement staff and naturalists is noted.

The specific issues identified in the comment are addressed in regard to the Preferred Alternative as follows.

1. Traffic and access on SR 154: see Section 4.10.3. No specific impacts are expected to occur to visitor access and circulation as a result of Alternative 2.
2. Wildlife impacts from encroachment and noise: see Section 4.4.5.2.
- 3 and 4. Need for additional maintenance and security patrols: The need for adding more maintenance staff to address new/improved facilities will be evaluated (Section 2.5.7).
5. Water quality and air impacts related to visitation: see Sections 4.1.3 and 4.1.5 (water quality) and Section 4.2.3 (air quality).
6. Fire risks and evacuation: Grazing would continue to supplement vegetation and fire management. Because grazing will continue and fire management would be addressed as part of the vegetation management plan, wildfire risks are not expected to increase. Also see Section 3.8.2.4.
7. Access to North Shore for camping and hiking would conflict with presence of animal predators, existing cattle grazing, horseback riding, and hunting activities: Sections 4.8.3 and 4.8.5.

I-4 *Barinka, Marge*

07.40.03 70700 -----
To: <jcollins@mp.usbr.gov>
Subject: Lake Cachuma, CA

I-4-1 Sir,
As an avid horseback rider, a member of Backcountry Horsemen, and as a member of Coastal Mounted Assistance (the equestrian patrol) at Montana de Oro State Park in California, please consider keeping and even increasing the number of walking/riding trails surrounding Cachuma Lake. This pristine area of California remains one of our natural wonders and we routinely enjoy riding there.
If you have any questions, please don't hesitate to contact me.
Marge Barinka
4341 Esperanza Lane
San Luis Obispo, CA 93401
805-441-6674

Response to Comment I-4

I-4-1

The Preferred Alternative (Alternative 2) will maintain existing levels of trail use, implement a Trail System Management Plan, and add trail access in the following areas:

- Arrowhead Island: Hiking on primitive or well-developed trails
- North Shore: Equestrian use, hiking, and biking on primitive trails with a permit or guide and in accordance with restrictions

Section 2.7.2 of the Final RMP/EIS provides additional details about trail use under the Preferred Alternative.

I-5 *Beale, Elaine*

To: <jcollins@mp.usbr.gov>
Subject: Cachuma -Alternative 2

- I-5-1** [Jack, I am in favor of Alternative 2 allowing kayaking and canoeing at Lake Cachuma. I enjoy camping at the lake and would like to be able to also kayak I vote a yes,
Elaine Beale

Response to Comment I-5

I-5-1

Alternative 2 has been identified as the Preferred Alternative.

I-6 *Benko, Maria V.*

To: <jcollins@mp.usbr.gov>
Date: 9/25/2008 9:52:39 AM
Subject: cachuma lake trails

- I-6-1** [please keep the trails available at cachuma lake- thank you
maria v benko

Response to Comment I-6

I-6-1

See the response to Comment I-4-1 in regard to trail use under the Preferred Alternative.

I-7 Bergman, Barbara

I-7-1

To: <jcollins@mp.usbr.gov>
Date: 9/19/2008 7:50:21 AM
Subject: Lake Cachuma

I would like Lake Cachuma to be opened up for swimming & water skiing. Every other county allows body contact with the water except for Santa Barbara County. All those reservoirs are used for water play. Please consider opening up Cachuma for swimming, water skiing & other water contact sports.

Thank You
Barbara Bergman
Lompoc Ca

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Response to Comment I-7

I-7-1

Several commenters requested that swimming, waterskiing, and other body contact recreation be allowed at Cachuma Lake. Arguments raised in support of body contact included the following:

- Added revenue from increased visitation could help offset operational costs.
- Money spent to boat, water ski, camp, etc. at lakes in other counties could be kept in Santa Barbara County, benefiting the local economy.
- Nearby residents would benefit from being able to swim in the lake.
- Other drinking water reservoirs allow body contact.
- Body contact is allowed in the Santa Ynez River upstream of Cachuma Lake.
- Allowing body contact would save money for Santa Barbara County residents who otherwise must travel to distant lakes to swim and water ski.

None of the proposed alternatives included waterskiing or personal watercraft (e.g., jet ski) use. As described in Section 2.2.3 of the RMP/EIS, Cachuma Lake is distinguished by a quiet lake experience since waterskiing and personal watercraft are not allowed. The Plan Area offers a quiet, more natural experience than other lakes in the region where more active recreation is allowed.

Alternative 3 would have provided for a swim beach to be designated at the County Park. Swimming would not be allowed elsewhere in the Plan Area. Because Cachuma Lake is a domestic water supply, body contact would have been limited to a specific area and strictly monitored.

However, body contact would still have the potential to impact water quality for both potable water users at the County Park and certain other drinking water users outside of the Plan Area

(see Section 4.1.6 under the heading “Swim Beach”). Additional treatment would be required to prevent pathogens from affecting water quality. Furthermore, each area identified as a potential swim beach location had constraints. The areas that were farthest from the reservoir’s intake station (where lake water is conveyed through the Tecolote Tunnel to the City of Santa Barbara, Goleta Water District, Montecito Water District, Carpinteria Valley Water District, and Santa Ynez River Water Conservation District – Improvement District #1) have steep banks, making access problematic; the optimum site was closest to the intake station (Section 2.8.2.1).

During the public review period for the RMP/EIS, several commenters expressed concern about allowing body contact at Cachuma Lake, primarily in regard to the ability of existing or future treatment facilities to remove pathogens that could affect municipal drinking water supplies and other downstream uses.

Based on these constraints and concerns, it was determined that allowing body contact would present significant conflicts with protection of water quality and water supply functions at Cachuma Lake. Alternative 2, which does not include body contact, has been identified as the Preferred Alternative. Swimming would continue to be provided at the swimming pool at the Family Fun Center.

I-8 *Beverly, Sylvia*

message from Beverly4@aol.com on Sat, 20 Sep 2008 11:00:21 EDT
To: jcollins@mp.usbr.gov
Subject: Future of Lake Cachuma

I-8-1

[Dear Sir, I understand that the future of Lake Cachuma is being discussed on Monday. As an equestrian user of the Park I would like to express my desire that the horse trail remain open and if at all possible, additional trails be added. The trail out at Lake Cachuma is very popular among local horseback riders!
Sylvia Beverly

Response to Comment I-8

I-8-1

See the response to Comment I-4-1 in regard to trail use under the Preferred Alternative.

I-9 *Blackford, Jen*

To: jcollins@mp.usbr.gov
Subject: Lake Cachuma

I-9-1 I oppose the establishment of different speed limits within the lake. I favor one 25MPH lake speed limit. One lower speed limit is consistent with the planning principles to encourage non-motorized recreational uses of the lake and protect public health and safety. As proposed, non-motorized boating would be modified during peak boating periods associated with trout fishing tournaments, I support an equivalent non-power boat times/days events.

I-9-2 I am in favor of enhancing and expanding non-motorized recreational uses of the lake in both the alternatives. I oppose access to the entire lake for fishing, especially the eastern end. I support the Boating Management Plan limits on size of the boat and type of engine, and support a limit on the size of engine as well.

Thank you for your consideration.
Jen
Jen Blackford

Responses to Comment I-9

I-9-1

The comment is noted. Under the Preferred Alternative, speed limits for specific areas would be as follows:

- Cachuma Lake—25 mph on the main body of the lake in RD zones (shown in Figure 2-3) and 40 mph in the Main Channel (location indicated on the “Park Rules” brochure and in the “Boating” section of the County Parks Web site for Cachuma Lake Recreation Area)
- Cachuma Bay—5 mph for boating, kayaking, and fishing
- Santa Cruz Bay—5 mph for kayaking past the log boom

The 25-mile-per-hour speed limit is compatible with RD zones (see Section 2.2.5) but is too fast for smaller embayments and sensitive wildlife areas. Therefore, slower speed limits are proposed for these areas.

I-9-2

See the response to Comment I-1-1 in regard to nonmotorized boating.

The comments about designating times for nonpowered boats, restricting fishing in some areas of the lake, and the Boating Management Plan are noted.

I-10 *Brayton, Nickie*

To: <jcollins@mp.usbr.gov>
cc: <nbrayton@pacificchristian.net>
Subject: chachuma lake

I-10-1 Jack,
Thank you so much for your time with this matter in regards to the accessibility of the lake. I would appreciate if you would keep the trails for horseback riding the same if not increased. Thank you so much for your time.
Nickie Brayton

Response to Comment I-10

I-10-1

See the response to Comment I-4-1.

I-11 *Brock, John R.*

To: jcollins@mp.usbr.gov
Subject: Lake Cachuma

I-11-1 My family resides in Santa Barbara County, for the last 10 years we have vacationed at Lake San Antonio in Monterey County. We make, on average, four trips to San Antonio Lake in Monterey County for boating, skiing, jet skiing and swimming. We spend \$500 to \$1000 in camping fees, fuel, food, all of this money is spent outside the County in which we reside. We would definitely make more trips in a year if we did not have to travel the 110 miles to get to Lake San Antonio. This added revenue to Lake Cachuma would somewhat help offset the operational cost of existing facilities for all parties concerned. If additional recreation were to be available at Lake Cachuma, this would greatly increase the quality of life for myself and other people in the local area.
Thank you for your time and consideration in this matter.
Sincerely,
John R. Brock

Response to Comment I-11

I-11-1

See the response to Comment I-7-1.

I-12 Carr, Julia

Note: The following comment was submitted to Reclamation with handwritten annotations. No modifications to the comment were made after submittal except for the addition of brackets and numbers.

CACHUMA LAKE RMP and EIS

MY NAME IS MRS JULIA CARR

I LIVE IN SANTA BARBARA NEIGHBORHOOD IN [COUNTY].

QUESTIONS/COMMENTS ON THE CACHUMA LAKE RMP and EIS

(CO OWNER OF RANCHO SANTA BARBARA)

SEE ATTACHED

Mrs. Julia Carr
8-26-8

ADDITIONAL COMMENTS MUST BE RECEIVED by the Bureau of Reclamation no later than close of business Monday, September 22, 2008.

Send your comments (delivery receipt and signature requested) to:

Mr. Bob Epperson, Project Manager
Bureau of Reclamation
1243 'N' Street, Fresno, CA 93721

OR - Email your comments (delivery receipt option selected) to:

repperson@mp.usbr.gov

**Statement of Owner – Rancho Santa Barbara
PUBLIC MEETING – CACHUMA LAKE
MANAGEMENT PLAN AUGUST 26, 2008**

Thank you for allowing me to speak.

I am Julia Carr. My husband and I own Rancho Santa Barbara on Highway 154 and we hold the grazing lease for a part of the land in the Resource Management Plan. That land is called the Santa Ynez Peninsula.

While we are pleased to be able to speak tonight, we are VERY concerned that we have not been consulted at any time regarding the plan or its impact. We have not been consulted to assist the planners in identifying issues and suggesting solutions. We have not been consulted regarding the risks and the benefits to the County, to the public, and to us, the leaseholders, of the grazing lease. We are directly affected stakeholders and we request that our interests and our experience be considered.

Rancho Santa Barbara is situated on the south shore of Cachuma Lake. We have owned this ranch for about 10 years and I have been a resident of Santa Barbara for more than 30 years. The Draft refers to the leaseholder as "Multi Industries Inc." This is an entity controlled by a prior property owner who has had no involvement for a decade. We are individuals and we are tied to the Santa Barbara community. The Draft refers to the "Texan" ranch. It is not, and never has ^{been} called the "Texan" ranch. We chose the name "Rancho Santa Barbara" because the ranch is intimately and historically tied to Santa Barbara. We ask that you change the Draft, leaseholder, and other documents to reflect our ownership.

I-12-1

Page 2

Rancho Santa Barbara has a unique history. Its land was used by the Chumash at least 8000 years ago for their homes and for agricultural purposes. It was operated by the padres of the Mission Santa Barbara to graze cattle and was a part of the original San Marcos Land Grant. It was developed in its current form by Dwight Murphy who was instrumental in various public projects including the beachfront, City College, the Fiesta, and even Cachuma Lake. He was a community activist who unselfishly played an essential role in assuring that Lake Cachuma was built, even though it meant that he gave up a substantial part of his ranch. He correctly believed that Lake Cachuma was a necessary water reservoir for Santa Barbara's future.

I-12-2

Dwight Murphy was also an ardent supporter of the old California ranch culture. He was a founder and the first "El Presidente" of Old Spanish Days. ~~He raised horses and cattle on this ranch including his famous palominos that became a symbol of the California Ranch culture.~~ He was one of the founders of Rancheros Visitadores so that those traditions could be carried forward. Even though he gave up his land for the lake, he was assured that he would continue to use the Santa Ynez point to graze his cattle and horses. It was an essential element that allowed his "Rancho San Fernando Rey" to continue. That fact remains true today.

We strive to follow Murphy's lead in doing things that support the historical and cultural benefit of ranch life to the community, including preserving his ranch and opening it to responsible groups.

Page 3

I-12-2
Cont.

The ranch agricultural use is the grazing of cattle and horses. The grazing lease makes this use possible. The scale of such an operation becomes uselessly small without the lease and without the use of the Santa Ynez peninsula. In addition to the benefit of preserving the historical and cultural aspects of the ranch lifestyle, the animals control vegetation growth for fire abatement and the land retains its open, rural, wilderness appearance. Ranch operations are intentionally minimal so that there is minimal impact on the land and its surrounding area. We do that because we are committed to preserving a unique and fast disappearing part of the California environment. Excess fences and structures constructed by prior owners were removed to optimize this appearance and to minimize the negative appearance of more intensive land use. Our guiding principle is to be good stewards of the land ~~including the grazing lease.~~

Another of our guiding principles is to be active in sharing the land ~~including the grazing lease~~, with the community. Groups and entities including the Audubon Society, UCSB, the Santa Ynez Valley Penning Association, the Rancheros Visitadores, the Sage Hens, the Santa Barbara Trail Riders, the Arabian Horse Association, The Santa Ynez School System, and the Santa Barbara Museum of Natural History have all enjoyed its use. The Santa Barbara County Sheriff's Office and the Fire Department have used it for training and certain operations in the course of their business. We plan to continue ^{off-road} such use by responsible community groups. We assure that the appropriate County officials approve of that use when it involves the grazing lease and we assure that all groups provide appropriate insurance and waivers, as well as behavior, to protect the County's interests. Because there is no access to the peninsula except across the ranch and because

Page 4

I-12-2
Cont.

there are no utilities including water, we provide ranch facilities to make that use possible. This means roads, parking, restrooms, water, electricity, telephone, horse-use infrastructure, maintenance to minimize hazards, instruction, and at least some supervision to minimize risks to the status of the land. We take extreme measures to minimize the fire risk attendant with public use.

The Santa Ynez Peninsula is a unique land area. To its east is a nesting area for Bald and Golden eagles. The eagles as well as Herons, Ospreys, owls, hawks, falcons and other birds are common on the peninsula itself. The prevalence of all of these and other birds and wildlife over its entire area is a reason why groups including the Audubon Society find it a favorite place. We have ~~regular~~ sightings of mountain lions and bears, as well as the more common animals including deer, on the peninsula. To its North is a marsh ideal for waterfowl and fish. We allow NO activities on the ranch that could disrupt that wildlife. It is a relatively small land mass that is surrounded by water (When there is water in the lake) ~~of course~~ and we believe that it is very fragile. It has at least one major Chumash settlement, ~~dated back at least 8000 years ago~~, that is not acknowledged in the Plan. UCSB's archeology department has done digs to document it over the last 50 years. Although nothing to see, we protect it from intrusion.

I-12-3

The fundamental reason for the peninsula's status as a wildlife refuge is its isolation. The ranch headquarters along highway 154 isolate the peninsula. There is no access ~~at all~~ except across the ranch – there are no roads and there are no trails that lead to it except across the ranch. There is no water supply and no potential for a water supply except from distant

Page 5

sources. There are no improvements on the lease except for minimal perimeter fencing. ^{required} ~~Even this fencing would not be used except to comply with the requirement that domestic animals do not enter the lake.~~ There is no other area on the south shore that has the diversity of wildlife: not Live Oak and not the County park. This is because they do not have the benefit of isolation and selective use.

I-12-3
Cont.

We pledge to continue with proper stewardship and ^{on} sharing of the land if alternatives are chosen that do not develop the peninsula. If not, we anticipate substantial actions are required to address the issues that may arise ~~due to certain elements of the plan.~~ Alternatives two and three propose to open the peninsula for either “camping with outhouses, horse water troughs, and picnic tables” or “full public access camping with bathrooms and water”. Because there is currently no access at all, extensive change would be required to allow access. There are serious safety implications that arise from the configuration of highway 154 and its high speed traffic. Geography limits the ability to change the highway alignment to allow safe ingress and egress from the roadway. The terrain of the peninsula’s west side is hostile to roadway construction with steep slopes and bluffs. There is no current water supply and there is no likely prospect that an on-site supply by well could be created. Human waste disposal adjacent to the lake would require attention. The effect on wildlife of the peninsula’s potential isolation loss should be more carefully considered. The risks to cultural assets including Chumash settlements must be properly addressed. Security for the ranch itself will be a fundamental concern. Trespassers are currently a significant problem and much more stringent steps to separate it from any public areas would have to be taken to offset the higher potential for intrusion by

Page 6

I-12-3
Cont.

the public. ~~Cattle and horses do not mix with the proposed public uses and steps would be necessary to isolate the ranch from public areas with the attendant diminishment of the open rural appearance of the area.~~ The loss of grazing area will so severely affect the economic viability of the ranch's current animal operations that their continuance is in question. These are only some of the issues that we anticipate. We request that the planners meet with us to discuss their response to these and other concerns.

Thank you for this opportunity to speak.

Responses to Comment I-12

I-12-1

Sections 3.8.2.2 and 4.3.7 and Figure 3.8-1 of the Final RMP/EIS have been revised to refer to the commenter's lease as the Carr Lease rather than the "Multi Industries Inc. Lease." The only reference to the "Texan ranch" is in Table 2-1, which summarizes comments as they were received during the public scoping period for the RMP/EIS; this has also been revised. Other documents relating to the lease are County of Santa Barbara documents that Reclamation cannot revise.

I-12-2

The text of the Final RMP/EIS has been revised to state that the Preferred Alternative would allow for low-impact, limited group day use at the Santa Ynez Peninsula with a guide, and access would be coordinated with the leaseholder. This is consistent with the comment's description of allowing access through the ranch property and use by responsible community groups.

Grazing in the Plan Area is administered through subleases with the County of Santa Barbara, which leases the lands from Reclamation. Although the subleases are with the County, the grazing lands are federal lands that are subject to the restriction that "exclusive uses" are not allowed. An exclusive use is any use that excludes other appropriate public recreation use or users for extended periods of time.

If the grazing lease for the Santa Ynez Peninsula were changed or discontinued during the planning horizon for the RMP, low-impact, boat-in limited camping, and primitive self-contained camping at unimproved sites with a permit or guide could be explored. Note, however, that the RMP/EIS does not propose any changes to existing grazing leases.

Reclamation recognizes the benefits of grazing for fire management. The Preferred Alternative would allow grazing to continue in the locations where it currently takes place.

The locations of archaeological sites in the Plan Area are not specifically identified to protect their integrity.

I-12-3

Alternative 2, rather than Alternative 3, has been identified as the Preferred Alternative. As described in the response to Comment I-12-2, the Preferred Alternative would not change access unless the grazing lease was changed or discontinued. Therefore, the additional impacts cited in the comment are not expected to occur.

I-13 Carr, Julia and Lee, represented by Susan Basham, Price, Postel, & Parma LLP

PRICE, POSTEL & PARMA LLP

JAMES H. HURLEY, JR.
J. TERRY SCHWARTZ
DAVID W. VAN HORNE
PETER D. SLAUGHTER
DOUGLAS D. ROSSI
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IAN M. FISHER
SHEREEF MOHARRAM
SAM ZODEH
KRISTEN H.R. BLABEY
LESLEY E. CUNNINGHAM
DARRYL C. HOTTINGER

COUNSELLORS AT LAW
200 EAST CARRILLO STREET, SUITE 400
SANTA BARBARA, CALIFORNIA
93101-2190

MAILING ADDRESS P.O. BOX 99
SANTA BARBARA, CA 93102-0099

TELEPHONE (805) 982-0011
FACSIMILE (805) 966-3978

OF COUNSEL
ARTHUR R. GAUDI
DANIEL C. DAVID
SUSAN M. BASHAM
STEVEN K. MCGUIRE

RETIRED PARTNERS
DAVID K. HUGHES
GERALD S. THEDE

OUR FILE NUMBER

21143.1

October 30, 2008

**BY EMAIL (jcollins@mp.usbr.gov)
AND FEDERAL EXPRESS**

Jack Collins, Resource Specialist
United States Bureau of Reclamation
1243 "N" Street
Fresno, CA 93721

Re: Comments on Environmental Impact Statement for the
Cachuma Lake Resources Management Plan

Dear Mr. Collins:

We represent Lee and Julia Carr, the owners of approximately 550 acres of agricultural land known as Rancho Santa Barbara, which is located partly on the Santa Ynez Peninsula on the south shore of Lake Cachuma (APNs 145-160-081, 82, 83, 84, and 87) ("Rancho Santa Barbara").

I-13-1

At the August 26, 2008 public hearing on the Cachuma Lake Draft Resource Management Plan ("RMP") and Environmental Impact Statement (the "EIS") (together the "Plan"), Julia Carr expressed serious concerns about the potential impact of the Plan on the Santa Ynez Peninsula, particularly the Plan's proposal to expand public recreation onto isolated land that serves as a wildlife refuge and has been used for horse and cattle grazing for centuries. This letter will expand Julia Carr's oral comments and provide detailed comments on specific deficiencies in the EIS. We ask for a written response to each of these comments before Reclamation moves forward with the next phase of review.

Mr. Jack Collins
October 30, 2008
Page 2

I. BACKGROUND AND STATEMENT OF INTEREST

The Carrs' 550 acres now known as Rancho Santa Barbara¹ were part of the Rancho San Marcos Mexican land grant and, later, Dwight Murphy's Rancho San Fernando Rey.² Rancho Santa Barbara includes most of the original structures associated with the historical Rancho San Fernando Rey. One hundred fifty-five acres of Rancho Santa Barbara are located on the northerly side of Highway 154 adjacent to the Plan Area. This portion of Rancho Santa Barbara is located on the Santa Ynez Peninsula, which the RMP describes as a "major visual and scenic feature of the plan area." RMP at 3-49; *see* attached map.

I-13-1
Cont.

The owner of Rancho San Fernando Rey, Dwight Murphy, was convinced that the creation of the Lake Cachuma reservoir was important to the future of the neighboring coastal communities, and he relinquished 440 acres of ranch land for this project, which were adjacent to the San Marcos Golf Course land and now are under the east end of the lake. The inundation of the Santa Ynez River valley behind Bradbury Dam defined today's Santa Ynez Peninsula. However, it was always Mr. Murphy's intention to preserve the headquarters of Rancho San Fernando Rey and its historic buildings located on the peninsula, and to continue to maintain the viability of the ranch's historical horse and cattle operation. Thus, the government-owned portion of the Santa Ynez Peninsula not inundated by the Lake was leased to Mr. Murphy as grazing land, and the Carrs are the successors in interest to the grazing lease of approximately 220 acres (RMP Figure 3.8-1), which the Carrs manage as part of Rancho Santa Barbara, with no fences separating them. Rancho Santa Barbara is an active ranch, with year-round cattle and horse grazing.

The Santa Ynez Peninsula remains accessible overland only through the Carrs' land. There are no public roads or trails providing access to the peninsula and no improvements except perimeter fencing to keep animals from entering the lake. In fact, the Carrs have removed unnecessary structures and fencing installed by their predecessors to restore the open and natural environment of the peninsula.

Because the Plan proposes several Alternatives that would irreparably change the natural character of Santa Ynez Peninsula and the east end of Lake Cachuma, and would severely compromise the Carrs' use and enjoyment of Rancho Santa Barbara as well as their grazing operation, the Carrs have a significant and continuing interest in the Plan.

¹ The RMP and EIS include a number of factual inaccuracies concerning Rancho Santa Barbara. The name of the ranch is Rancho Santa Barbara, not the "Texan Ranch." To our knowledge, the ranch has never been known by that name. The RMP and EIS also refer to the grazing lessee as Multi Industries Inc., although the Carrs succeeded to the interests of that leaseholder a decade ago.

² *See* Edward A. Hartfeld, *California's Knight on a Golden Horse*. This section includes remarks by Mr. Hartfeld in a telephone interview in October 2008.

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II. COMMENTS ON PLAN OBJECTIVES AND PROPOSED CHANGES IN USE OF THE SANTA YNEZ PENINSULA

I-13-2

The clear impetus of the Plan is to make Lake Cachuma a recreational facility. The RMP states that the objective of Alternative 2 is “to enhance current recreational uses and public access in the Plan Area to attract more visitors and increase recreational opportunities, while protecting natural resources with new or modified land and recreation management practices.” RMP at ES-2. It contrasts Alternative 3, which “would expand recreational uses and public access by implementing new or modified land and recreation management practices” but would protect natural resources only “to the extent feasible.” *Id.* The two Alternatives, in other words, differ primarily in the degree of impact, not in the nature of the impacts. Alternative 3 includes expansion of recreational uses and public access, while Alternative 2 is intended to enhance current ones. The goal of protecting natural resources appears to decrease proportionately to the increase in recreational activity.

Viewed as a potential recreational site, Santa Ynez Peninsula is identified as “constrained” by poor access from SR 154 but an “opportunity” because of its beautiful setting, flat land, and remote location. RMS Table 2-2. The “opportunity” described here is clearly an opportunity for recreation and public access, not for any of the other objectives stated in the Plan. If considered an “opportunity” for preservation of natural resources, or a traditional ranching culture, or a natural scenic vista, access from SR 154 would be irrelevant.

A. Alternative 1 is not a “No Action” Alternative because it alters the WROS boundaries.

I-13-3

At present, a Water Recreation Opportunity Spectrum (“WROS”) Division Boundary (RMP Figure 2-1) bisects the peninsula across Rancho Santa Barbara, distinguishing between the lake area surrounding the peninsula as RN6 (Rural Natural) and the east end of the lake as RD6 because of proximity to the Live Oak Campground and Highway 154. The lake surrounding the peninsula and area immediately west of it are the only portions of the south shore of the lake not identified as RD 4, 5, or 6 and the only “rural natural area” remaining on the south shore of the lake.

Even under “No Action” Alternative 1, the WROS divisions of the lake would be changed, eliminating altogether the “rural natural” designation for the area surrounding the Santa Ynez Peninsula and instead intensifying its use at the RD4 level. Alternative 2 has the same impact, and Alternative 3 would make the entire area suburban at an S3 level, with the area to the west S4. Thus, the “No Action” alternative is a misnomer, since the action Reclamation describes as merely infrastructural improvements is accompanied by a change in designation that will apply the same designation to the lake area at Santa Ynez Peninsula as to the County Park, clearly opening the way for an intensification of public use in an area that is now rural and

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I-13-3 | natural. The Carrs object to this de facto intensification because it invites many of the
Cont. | environmental impacts associated with Alternatives 2 and 3.

B. Alternatives 2 and 3 include enhanced recreational uses that will alter the current use of Santa Ynez Peninsula and impact Rancho Santa Barbara.

Alternative 2 “would allow limited biking and hiking on primitive trails, and boat-in-primitive, self-contained camping in appropriate areas on the north shore and at Santa Ynez Point. Permits issued by the local managing partner would regulate these uses.” RMP at 2-15. At the east end of the lake, kayakers would be allowed lake access beyond the log boom, but this access would be restricted during the bird breeding season.

I-13-4 | Alternative 3 provides for “year-round day use and primitive camping on the north side of the lake, near Santa Cruz Bay and at Santa Ynez Point. The day use activities would include hiking, bicycling, fishing from piers, and picnicking. . . . No sewer, water or electrical service would be provided on the north side or at Santa Ynez Point. . . . In addition, primitive camping, full public access for boat-in hiking on developed trails, picnicking, bird watching, shoreline access, and shoreline and dock fishing would also be allowed on Santa Ynez Point. RMP at 2-17 - 2-18. In this Alternative, the east end of the lake is treated as part of the lake. No distinctions are made as to boating and kayaking access. *See id.* at 2-18. While reference is made to “management activities” focused on “habitat enhancement and preservation” at the east end of the lake, the EIS, as will be discussed below, finds both anticipated major impacts to wildlife and residual impacts from increased boating.

The principal difference between the proposed uses of Santa Ynez Peninsula under Alternative 2 and Alternative 3 appears to be an increase from “limited” activity to year-round day use with “full public boat-in access,” along with the introduction of piers, docks, fishing activity, bird watching and picnicking. Under either Alternative, the proposed uses conflict with ongoing grazing activity at Rancho Santa Barbara and under the Carrs’ grazing lease. The more intensive the recreational activity, the more it will compromise the Carrs’ use and enjoyment of Rancho Santa Barbara.

III. COMMENTS ON IMPACTS TO RANCHING ON ADJACENT LANDS

A. The RMP and EIS fail to consider impacts on adjacent property owners and leaseholders.

I-13-5 | The Santa Ynez Valley has been home to ranchers since the Mexican land grant to the Den brothers in 1846. RMP at 3-41. Even before ranchers owned the land, the Franciscans of Mission Santa Barbara used the Santa Ynez Peninsula to graze their animals. Since Lake Cachuma was created, Reclamation has leased thousands of acres of land around the lake to ranchers for animal grazing. These ranchers, like the Carrs, depend upon their grazing leases for

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Cont.

the viability of their ranching operations. The Plan, however, with its preference for recreation, anticipates the discontinuation of all grazing on the north shore in Alternative 3 and proposes activities in Alternative 2 that are fundamentally incompatible with grazing on the south shore.

According to RMP Figure 3.8-1, Reclamation has four grazing lessees, with the Lausten Lease encompassing much of the north shore of the lake, and three smaller leases (Geremia, Bacon, and Carr) covering a much smaller area on the South shore (we believe each of these three leases is for a portion of APN 145-160-073). The Geremia and Bacon leases appear to be entirely to the south of Highway 154, without shoreline access. Thus the Carr lease, which includes both the northerly portion of Santa Ynez Peninsula and a portion of shoreline on the easterly side of the Peninsula bordering the east end of the lake, offer greater opportunity for public boat-in activity than the Geremia and Bacon leases. However, to our knowledge, the rights of the Carrs under the lease are the same as the rights of other leaseholders.

From the Carrs' viewpoint, Rancho Santa Barbara and the Santa Ynez Peninsula are virtually synonymous. The Carrs graze horses and cattle on their ranch land, which includes both the portion of the peninsula closest to Highway 154 that they own and the 220 acres closest to the shore of the Lake that they lease. The introduction of public recreation on Santa Ynez Peninsula would severely compromise the Carrs' ranch operation. While the Plan does not specify how much of the peninsula would be used for recreational purposes, the loss of substantial acreage would jeopardize the economic viability of the ranch's grazing operations.

B. The EIS fails to address impacts of the Alternatives on grazing as an existing activity.

I-13-6

Horse and cattle grazing is an *existing* activity, not a new activity proposed under any of the Plan's Alternatives. Each of the Alternatives presumes the continuation of grazing either at the current level or at a reduced level, depending on the location. Nowhere is additional grazing proposed. By comparison, throughout the Plan, Reclamation presumes the existence of all existing recreational activities and does not assess their ongoing impacts. It looks only at the impacts associated with *changes* in activity proposed in Alternatives 2 and 3. Logically existing grazing should be treated the same way as existing recreation – the status quo that may be changed by the Plan.

However, the Plan analyzes existing grazing for impacts in the same manner as proposed new uses. It states that "poor grazing practices can harm soils and vegetation, and adversely affect water quality in the lake. The RMP management actions must balance the benefits of grazing with potential detriments." RMP at 3-51. That would be true only if increased grazing were being proposed as an alternative to whatever currently exists or, by the same logic, if Reclamation were willing to subject all existing recreational uses to an impacts assessment and the possibility of reducing recreation under one or more Alternatives.

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C. The EIS recognizes that grazing has limited environmental impacts, yet prefers recreation to the detriment of grazing leaseholders.

Even accepting the validity of Reclamation's approach, the EIS nevertheless concludes repeatedly that grazing as currently allowed has minor impacts or beneficial impacts. Thus there is no environmental basis for replacing any grazing activity with recreation.

I-13-7

The EIS states, "Under Alternative 2, grazing leases in the Plan Area would continue as with Alternative 1. The effect of grazing, or the lack of grazing, on native plants and special-status plants in the Plan Area is an important management issue. . . . The Vegetation Management Plan, which is proposed under Alternative 2, would address the coordination of weed, grazing and fire management." . . . The Vegetation Management Plan as proposed under Alternative 2 would have a beneficial impact on vegetation and special-status species in the Plan Area." EIS at 4-26. In short, the EIS finds that grazing, by itself, is an activity that may be continued without environmental impact.

However, despite recognizing that grazing has few if any potentially negative impacts, all of which can be managed, and despite statements that grazing on the south shore will continue, the introduction of recreation would effectively eliminate grazing on the north shore and on some or all of the Santa Ynez Peninsula land leased to the Carrs because the recreational activities and facilities contemplated under Alternatives 2 and 3 are incompatible with active grazing.

IV. COMMENTS ON ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE THREE ALTERNATIVES

A. Impacts on Wildlife and Habitat.

I-13-8

The Santa Ynez Peninsula is effectively the gateway to the east end of the lake, which is an ideal habitat for shorebirds. As the Plan acknowledges, most water-dependent birds at Cachuma Lake concentrate in shallow areas. RMP at 3-25. For the western Grebe, Clark's grebe, and the Bald Eagle, the lake is the only breeding location in Santa Barbara County. *Id.* at 3-24; Table 3.4-2.

Figure 3-1.3 shows that the water on the easterly side of the Peninsula is in the range of 20-40 feet deep, with decreasing depth as the lake continues eastward, making it ideal as a protected area for "shallower diver" bird species and other water fowl. As the Plan notes, "Areas less than 30 feet deep are the most productive for water-dependent birds around the lake." *Id.* at 3-22. The shallows also provide breeding habitat for several species of grebe and for American coot, all of which nest in emergent vegetation in the shallows of the lake. The Plan also states that while these areas attract large numbers of birds because of the food and breeding habitat they offer, the fact that some of the shallower parts of the lake are off limits to boaters accounts for the high number of birds in the area.

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Cont.

The bald eagle, which remains listed by California as an endangered species, frequents Cachuma Lake, which is one of the few places it can be found in numbers during the winter. The Plan acknowledges that the bald eagle relies on a prey base that depends on quality shallow-water habitat, which points to the importance of preserving the integrity of the vegetated flats and shallow bays of Cachuma Lake. *Id.* at 3-36. The Plan also notes the presence of one pair of nesting eagles in an area north of the Plan Area. "The presence of this continually successful bald eagle nest should signal the importance of protecting resources within the Plan Area and surrounding lands that support these breeding eagles and their young." *Id.* at 3-37.

The wetlands at the northern edge of the Santa Ynez Peninsula are home to waterfowl and fish. The Carrs have observed bald and golden eagles, herons, ospreys, owls, hawks, falcons and other birds on the peninsula, making it a favorite bird-watching destination for groups including the Audubon Society. They regularly see other wildlife on the peninsula, including mountain lions and bears. Under their stewardship, the peninsula remains a wildlife refuge. They allow no activities on the ranch that would disrupt wildlife.

The EIS acknowledges the potential for impacts on vegetation, wildlife, fisheries and aquatic communities, and special-status species or their habitat from four potential impacts: camping and recreation, including maintenance or expansion of camping and/or recreation facilities on . . . Santa Ynez Peninsula; trail use, including the construction of additional trails; boat use, including density, speed, type of boats, and access on the lake; and several types of natural resource management." EIS at 4-19. However, it declares that the impacts to wildlife from camping and recreational activities in Alternative 2 would have "minor adverse impacts to wildlife" (*Id.* at 4-26) and to special-status species, particularly the bald eagle. *Id.* at 4-28. A minor adverse impact is defined as one that is "detectable" but "within or below regulatory standards or thresholds, and do not interfere with park goals." *Id.* at 4-20. This threshold of significance is too low to capture the unique habitat features of particular isolated areas such as the Santa Ynez Peninsula.

The EIS acknowledges that camping and recreation activities at the level proposed under Alternative 3 would have "major adverse impacts to wildlife" and that increased boat use would have "greater impacts to wildlife than Alternatives 1 and 2 because greater disturbance would occur to fisheries, waterfowl, and foraging bald eagles." *Id.* at 4-30. On its face, Alternative 3 is far more threatening because it would remove the log boom that prevents boat access to the east end of the lake, thus inviting boaters to disrupt sensitive breeding and feeding grounds of shore birds and waterfowl. The EIS finds that Alternative 3 also has "major adverse impacts to special status species associated with expansion of camping facilities and recreational opportunities," but inexplicably only minor adverse impacts associated with increased boat use. *Id.* at 4-32.

It is clear from these impact assessments that increased human recreational activity of the type proposed by Reclamation, by its nature, is incompatible with wildlife habitat and, under

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Cont.

either Alternative 2 or Alternative 3, will cause significant negative impacts. However, remarkably, the EIS proposes mitigations that are corrective, not preventive. Even where the analysis concludes that adverse impacts will be major, Reclamation is content to allow them to happen, proposing only monitoring and possible future action. With the severity of the consequence, the risk associated with allowing it to happen grows ever higher. It is simply not enough for Reclamation to suggest that “measures will be taken to reduce human activities” if bald eagle breeding patterns change. *Id.* at 4-34. By the time a change is great enough to become measurable, the damage can take decades to reverse.

Finally, the EIS acknowledges the impact from boating activity on waterfowl due to kayaking and motorized boating at the east end of the lake, and it finds that “minor residual impacts” would remain. In short, the impacts of boating at the east end of the lake cannot be fully mitigated, even if boating access is managed. *Id.* at 4-35 – 4-36. If any increase in activity will cause “residual” impacts, then the better course would be not to allow it in the first place.

As residents of the Santa Ynez Peninsula and stewards of the land, the Carrs find the biological impacts associated with Alternatives 2 and 3 fundamentally unacceptable.

B. Impacts on Cultural Resources.

The Plan acknowledges the presence of cultural resources in the Plan Area, which may include “buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance.” RMP at 3.5.

1. Archaeologic Sites.

I-13-9

In Section 4.5, the Plan states that the Plan Area “contains a wide and varied collection of archaeological resources” (*Id.* at 3-46) and that the area “lies within the historic territory of the Chumash.” *Id.* at 3-39. However, while Reclamation states that it has relied upon information available through the Central Coast Information Center of the California Historical Resource Information system at UCSB, among other sources, it cites only Cultural Resources Management Plan associated with creation of the reservoir in the 1950s as documentation of known archaeological sites, many of which have been inundated. The coded site references stated in Table 3.5-2 are meaningless to the reader. Clearly other later studies have been undertaken. During their decade of ownership, the Carrs have been aware of ongoing investigations by UCSB on the Santa Ynez Peninsula. However, the EIS makes no effort to assess impacts of enhanced recreation on specific archaeological sites that remain today.

2. Historical Environment/Built Environment.

I-13-10

The Plan fails to acknowledge as historic the ranching use of the Santa Ynez Valley and today’s lake shore, which depends upon and thus preserves the open landscape enjoyed by the

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Cont.

public. The area that is now the Santa Ynez Peninsula was used by the Franciscans of Mission Santa Barbara to graze cattle before it became part of the Mexican land grant known as Rancho San Marcos. Since much of the original Rancho San Marcos has been inundated by Lake Cachuma, the historical significance of today's Rancho Santa Barbara and the remaining ranch culture on Santa Ynez Peninsula are increased.

Today's Rancho Santa Barbara includes most of the historic structures associated with Dwight Murphy's Rancho San Fernando Rey, with its notable Spanish-style residence, stable, and related buildings. We believe that today's Rancho Santa Barbara, which reflects both the history of the original Rancho San Marcos and Dwight Murphy's Rancho San Fernando Rey, is a site of local and potentially state historical importance and, should the owners wish to seek such recognition, we believe it would qualify as a county or state historic landmark. Therefore, the Plan's contention that there is no impact on cultural resources from any of the three Plan Alternatives is inaccurate.

3. The Isolated Santa Ynez Peninsula.

The EIS acknowledges that ground-disturbing activities associated with new facilities/utilities installation or improvements, increased lake margin erosion caused by increased boat wakes, and potential vandalism associated with increased visitor access are all potentially significant impacts on cultural resources. EIS at 4-38. Nevertheless, the EIS takes a generic approach, stating that if any specific improvement would result in these impacts, the project can be modified or mitigated to reduce the impacts. *Id.* at 4-39. In the Carrs' view, this is a flawed approach. Ample information is available to determine that certain activities should not be included in any of the Plan's Alternatives because of impacts on cultural resources, particularly the Santa Ynez Peninsula.

I-13-11

The EIS acknowledges that increased public access may impact archaeological sites (*Id.* at 4-44 (Impact CU-3)), but does not acknowledge any potential impact to Santa Ynez Peninsula under Alternative 2, even though Alternative 2 includes the introduction of public access in an area now closed to the public. Alternative 2 is expected to have a major adverse impact. Under Alternative 3, the EIS indicates that at Santa Ynez Peninsula there will be "full public access for hiking and biking on primitive and/or well-developed trails, thus there is a higher likelihood of "major adverse impacts" than under Alternative 2. *Id.* at 4-45. However, the EIS concludes that residual impacts would be "minor" under either alternative because of a combination of surveys, rerouting, monitoring by patrol staff, and public outreach.

In the Carrs' view, this conclusion is overly optimistic. As discussed elsewhere in this letter, it is highly unlikely that monitoring of public activity at Santa Ynez Peninsula could be carried out in any effective way without overland access. An increase in unmonitored boat-in access will be an open invitation to vandalism and destruction of any archaeological sites preserved on the peninsula.

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Cont.

Finally, as discussed above (Section III.B), the inclusion of grazing as an “impact” in this section is inappropriate where no additional grazing is proposed. Throughout the EIS, where Reclamation acknowledges existing uses that are not increasing, it concludes that the use has “no impact” under the Plan. For example, in many of its discussions of Alternative 1, it concludes that “No new [activity] is proposed. Therefore, the No Action Alternative would have no impact.” *See, e.g.*, EIS at 4-43. Accordingly, Impact CU-4 incorrectly analyzes the impact of grazing on cultural resources under the three Alternatives, where each should include a “no impact” finding, and there is no need for Mitigation CU-4.

C. Impacts on Visual Resources.

The RMP acknowledges Santa Ynez Point as a “major visual and scenic feature of the Plan Area” (RMP at 3-49), yet the EIS describes the south shore as having “viewsheds and other visual resources ... of a lesser quality compared to the north shore.” EIS at 4-47. The “lesser quality” is in the eye of the beholder. The fact that significant recreational development already has occurred on the south shore should make preservation of the remaining visual resources even more important.

I-13-12

Santa Ynez Peninsula includes several hundred acres of grazing land, combining the Carrs’ Rancho Santa Barbara with the area under their grazing lease. It represents a significant open vista from the lake and from points at higher elevations to the north and south. The introduction of recreation at Santa Ynez Point will convert the peninsula visually to a developed area resembling the rest of the south shore and will eliminate its isolated and natural quality.

The EIS incorrectly asserts that “development along the south shore is generally back dropped or within oak woodlands, which further minimizes the visual impact of the campgrounds and other facilities, creating no impact to a minor adverse impact when designed to fit with its surroundings.” *Id.* at 4-47. That is not true of Santa Ynez Peninsula, where significant acreage at the point is grassland suitable for grazing, with a wetland at the shore. Figures 3.4-3 and 3.4-4. There is no oak woodland or other vegetation in which new facilities can be blended. Both the impacts analysis and proposed Mitigation VR-1 are based on this presumption and, therefore, are flawed.

D. Impacts on Land Use.

I-13-13

According to the RMP, the relatively flat conditions that make Santa Ynez Peninsula ideal for grazing also make it attractive for recreation. However, the RMP acknowledges that there are other flat areas accessible from the lake, including the County Park, Jackrabbit Flats, Storke Flats, an unnamed peninsula to the east of Santa Ynez Peninsula, a meadow next to the lake north of Horse Creek, and a large meadow on the west side of Santa Cruz Bay. RMP at 3-11 and Figure 3.3-1. The EIS has not made a reasonable comparison between the relative

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recreational values of these other sites and the relative impacts associated with changing their uses.

The EIS acknowledges that conflicts between grazing practices and other Plan Area land uses are a potential land use impact. EIS at 4-50. It correctly states that the ongoing grazing uses under Alternative 1 would not result in an impact to land use. *Id.* at 4-51. However, the EIS is unrealistic in its assessment of the conflict that would be created by introducing public recreation onto grazing land under Alternatives 2 and 3.

Describing potential impacts specific to Alternative 2, the EIS states that “[w]ith the restrictions of nongrazing user groups through a permitting system or by requiring guided services, the supervision of grazing practices through the grazing lease agreements, and the success of allowing these activities to occur concurrently in other parks, the resulting land use impact would be minimal. These activities would result in a minor adverse impact.” *Id.* at 4-52. It describes only minor adverse impacts under Alternative 3 where the use of trails by hikers, bikers, and equestrians could occur.

The Carrs agree that it is possible to manage limited access to the Peninsula in a manner that does not conflict with their ranching operations. Working with the County of Santa Barbara as Reclamation’s managing partner, the Carrs have shared their land and the peninsula with the community. Groups such as the Audubon Society, UCSB, the Santa Ines Valley Penning Association, Rancheros Visitadores, Sage Hens, Santa Barbara Trail Riders, Arabian Horse Association, Santa Inez School System, and Santa Barbara Museum of Natural History have all enjoyed its use. The Carrs provide vehicular and equestrian access through their ranch, restrooms, water, electricity, telephone, horse-use infrastructure, maintenance to minimize hazards, instruction, and at least some supervision to minimize risks to the land, particularly risk of fire. They remain willing to work cooperatively with the County to continue this level of managed public access.

However, it is only through limitations on use and careful management that conflicts with ongoing ranch operations are avoided. The EIS simply is not realistic in suggesting that boat-in access by the public can be managed in a way that would not cause an unmanageable conflict with existing grazing. Thus the conclusion that this conflict can be mitigated to a no impact level requires reassessment.

I-13-14

E. Impacts Associated with Enhanced Recreation.

1. Increased boating.

The current WROS of the Santa Ynez Peninsula area of the lake is RN6, which requires 50 acres per boat. By contrast, the proposed change to RD 4 under Alternatives 1 and 2 in the area adjacent to the peninsula would allow a density of 20 acres per boat, and the change to S3

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Cont.

under Alternative 3 would allow a density of 15 acres per boat. In short, the enhanced recreation involves a substantial increase in allowed boating activity adjacent to the Santa Ynez Peninsula.

Likewise, even though the east end of the lake is an acknowledged wildlife habitat that should be managed for habitat enhancement and preservation (RMP at 2-18), the Plan nevertheless proposes a change from the current RD 6 at 50 boats per acre to RD 5 at 35 boats per acre in Alternative 2 and to S4 in Alternative 3, with boats per acre. The result of these changes is to open the east end of the lake and the area around Santa Ynez Peninsula to the same level of boating activity as exists at the densely-utilized westerly end of the lake.

The Plan provides no justification for a dramatic increase in boating activity or, for that matter, for increased recreational activity generally. While it refers repeatedly to presumed population increases (*See, e.g.*, EIS at 4-58), the EIS states that population growth in the surrounding counties is expected to be "low" and that "growth in recreational demand for Cachuma Lake is somewhat unknown." *Id.* Furthermore, boat usage on Cachuma Lake has decreased (*Id.* at 4-40), and "the annual number of vehicles visiting the Plan Area is decreasing . . ." *Id.* at 3-77. The lack of any data supporting the need for recreational opportunities for a growing population undermines the basic premise of the RMP.

However, even if the expectation of a population increase is presumed to be reasonable, the EIS has provided no justification for allowing boating in an area where, as discussed above (Section IV.A), the impacts on wildlife will be unavoidably severe.

2. Access to Santa Ynez Peninsula.

I-13-15

The EIS appears to analyze correctly the impacts of each of the alternatives on quality of existing recreational resources, but fails to contemplate what would be involved in adding facilities that would convert Santa Ynez Peninsula to a recreational resource under the Plan. Section 4.89.6, discussing impacts to recreation under Alternative 3, states: "Motor vehicles would not be permitted on the north side. No developed sewer, water, or electrical service would be provided on the north side or at Santa Ynez Point. Access improvements to the recreation area would be provided." EIS at 4-60. This noticeably vague statement leaves a number of unanswered questions. It does not define "access improvements" or where they would be located, and it is silent on motor vehicle access to new recreation areas on the south side, particularly the Santa Ynez Peninsula.

The RMP acknowledges that access to the south shore is "very limited due to the steep terrain. In addition, ingress and egress from State Route (SR) 154 to federal lands is very difficult because of the narrow roadway, high speeds, and poor sight distance. Finally, very steep hills and ravines, which would require road building and bridges to traverse them, limit access to the lake." RMP at 2-5. Overland access to the Santa Ynez Peninsula would require major road building and disturbance to the natural contours of the land. It would compromise the scenic

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- I-13-15
Cont. view from Highway 154 and result in irreparable damage to the natural scenic quality of the Peninsula.
- The EIS is deficient in its failure to address the significant impacts associated with providing vehicular access to Santa Ynez Peninsula.
- The EIS is also deficient in its failure to provide any analysis of the impact of boat-in access to the Santa Ynez Peninsula. While it acknowledges that erosion could occur along the shore, it does not explore this impact in any detail. It appears that the RMP contemplates the construction of a pier, potentially with docking facilities, under Alternative 3, yet it is completely silent on how boat-in access would be managed. It is also silent on how to separate grazing animals from users and how to resolve the conflict posed by the need for perimeter fencing to prevent grazing animal access to the lake waters and the need for free access by the public to and from a pier, docking facilities, or other such improvements to allow boat-in access.
- I-13-16
- 3. Public Safety and Security.**
- While various references are made to mitigation of increased visitor activity through management and monitoring, and potentially through a permitting system, no attempt has been made in the Plan or the EIS to consider how such approaches might work in practice on Santa Ynez Peninsula. Mitigation BI-1 proposes “additional patrols in new camping and day use areas to ensure that visitors comply with park regulations under all alternatives.” The inaccessibility of the peninsula makes this mitigation impractical or infeasible. There is no practical way to provide public safety and security for recreational users who access Santa Ynez Peninsula by boat.
- In the Carrs’ view, it would be almost impossible to monitor public activity in this remote location. The Carrs already deal with trespassers on a regular basis. If this area is opened to the public, it is highly likely that the public will attempt to access it overland through the Carr property. The alternative, constructing vehicular access, would destroy the remoteness that makes Santa Ynez Peninsula unique.
- I-13-17
- V. CONCLUSION**
- Reclamation has developed a Plan that is a blueprint for a recreational lake, used in its entirety for the pleasure of the public. While acknowledging that Lake Cachuma is a reservoir, the purpose of which is to provide a safe water supply to many thousands of residents of Santa Barbara County, the Plan contemplates a future that invites more recreational use, both on the water and on the shore, to the detriment of those who live on the lake’s shore or who enjoy its natural qualities. Alternatives 2 and 3 differ primarily in the degree of impact, not in the nature of the impacts. There is no Alternative that emphasizes the protection of the water supply, or the preservation of what remains of the historical ranching use of the lake shore, or the protection of

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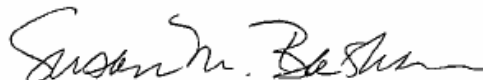
I-13-17
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wildlife. The Plan minimizes unrealistically the conflict that would be created by introducing recreation in areas used actively for grazing and other agriculture. It fails to consider any consequences to leaseholders and private property owners within and adjacent to the Plan Area.

Santa Ynez Peninsula remains rural and natural because of its isolated location and limited use. Under either Alternative, public activity on Santa Ynez Peninsula would destroy its rural and natural character. Under either Alternative, boating at the east end of the lake beyond the peninsula will disturb important habitat for valued and protected species and invite even more visitors to Santa Ynez Peninsula. Under either Alternative, Santa Ynez Peninsula would be converted from a rural and natural place to a visitor-serving venue. Under either Alternative, existing cultural resources on Santa Ynez Peninsula would be put at risk. Under either Alternative, public safety and security would likely require the construction of overland access. The EIS falls woefully short of providing a full analysis of these impacts.

Lee and Julia Carr thanks Reclamation for providing the opportunity to comment on the proposed Cachuma Lake Resources Management Plan and Environmental Impact Statement and look forward to receiving and reviewing Reclamation's responses to these comments and the Final EIS.

Very truly yours,



Susan M. Basham
for PRICE, POSTEL & PARMA LLP

SMB:lkh
Enclosure

cc: Lee and Julia Carr



Responses to Comment I-13

I-13-1

Ms. Carr's comments from the public hearing are included in Comment I-12. In regard to the issues described in footnote 1, see the response to Comment I-12-1.

I-13-2

Contrary to the comment, the objectives of the RMP are to:

- Protect the water supply and water quality functions of Cachuma Lake.
- Protect and enhance natural and cultural resources in the Plan Area, consistent with federal law and Reclamation policies.
- Provide recreational opportunities and facilities consistent with the original Cachuma Project purposes, Reclamation policies, and state water policies. (Section 1.2.)

Alternative 2, the Preferred Alternative, would not substantially expand recreation; further, implementation of any new activity or facility would only take place if demand warranted and if funding was available.

The purpose of Table 2-2 is to identify opportunities and constraints of different parts of the Plan Area that contribute to the Water Recreation Opportunity Spectrum (WROS) management zone designations for those areas, not to their potential as recreational sites as indicated by the comment. Like land use or zoning designations in a city or county general plan, the WROS system is a tool used to classify the character of an area so that planning entities can focus development where it is appropriate, restrict development where it is not, and set aside areas for no development. The Preferred Alternative would allow low-impact, limited group day use at the Santa Ynez Peninsula with a guide. This is consistent with what the landowners currently allow in this location, as described in Comment I-12-2. See Section 2.4.2.1 for additional discussion of allowable land uses under the RMP.

I-13-3

Both Santa Barbara and Los Angeles counties (where the main user groups for Cachuma Lake come from) are projected to have growth rates of approximately 20 percent up to the year 2030. Therefore, some growth in recreational demand for Cachuma Lake is assumed. As demand continues to increase over time, the WROS classifications in and around the lake will change, as demonstrated by the difference in WROS classifications between Figures 2-1 (for existing conditions) and 2-2 (for Alternative 1). Although Alternative 1 is the No Action Alternative and does not include the management actions in Alternatives 2 and 3, management still must consider the fact that demand and visitor use will somewhat increase over the years, and boat densities and other visitation will increase in the absence of new controlling management actions. Alternative 1 is therefore the benchmark against which Alternatives 2 and 3 are compared.

I-13-4

The text of the Final RMP/EIS has been revised to state that the Preferred Alternative would allow for low-impact, limited group day use at the Santa Ynez Peninsula with a guide, and access would be coordinated with the leaseholder (see Sections 2.7.2, 4.5.7, 4.8.5, 4.9.5, and Table 2-3). This is consistent with the landowner's description of allowing access through the ranch property and use by responsible community groups (see Comment I-12-2). As noted in Section 4.8.5, low-impact recreation occurs concurrently with grazing in other parks in the region, and conflicts have been minimal.

Changes to recreation access could be considered in future subleases on the property, as described the response to Comment I-12-2.

I-13-5

The Preferred Alternative (Alternative 2) would not substantially change the amount of recreation access on the Santa Ynez Peninsula while the lease is in effect, as discussed in the response to Comment I-12-2. Therefore, the Preferred Alternative would not affect the economic viability of ranch's grazing operations.

As noted in Section 4.8.5, low-impact recreation occurs concurrently with grazing in other parks in the region, and conflicts have been minimal. The low-impact recreation proposed on the North Shore is not expected to affect the economic viability of other grazing operations.

I-13-6

The effects of continuing existing recreational activities are evaluated for the No Action Alternative in Section 4.

Both grazing and recreation are existing activities. The RMP includes recreation in accordance with Congressional policy, as stated in the Federal Water Project Recreation Act (Public Law 89-72, 89th Congress, S.1229, July 9, 1965, 79 Stat. 213, 214; as amended by Public Law 93-251, March 7, 1974, 88 Stat. 33, Sec. 77; and Public Law 102-575, October 30, 1992, 106 Stat. 4690, Title XXVIII), that "full consideration shall be given to the opportunities, if any, which the project affords for outdoor recreation and for fish and wildlife enhancement." The Act makes recreation an approved, primary purpose of Reclamation projects (Memorandum: Authorization and Cost Share Requirements for Facilities Provided for Under PL 89-72, U.S. Department of the Interior, Office of the Solicitor, January 27, 1995). In addition, the authorizing legislation for the Cachuma Project recognized the considerable value and benefits of recreation and fishing (Final RMP/EIS Section 1.1.1).

Grazing is not among the purposes identified in the Federal Water Project Recreation Act or in the authorizing legislation for the Cachuma Project (House Document 587, 80th Congress, 2nd Session). Continuation of grazing is subject to lease agreement and is evaluated in the RMP/EIS only insofar as it relates to Plan Area conditions and proposed management actions.

The Rangeland Assessment and Grazing Management Plan (Sage Associates 2003; to be updated as part of the Preferred Alternative) includes recommendations to avoid or minimize conflicts between recreational uses and grazing animals.

I-13-7

See the responses to Comments I-13-2, I-13-4, I-13-5 and I-13-6. The Preferred Alternative would continue grazing on the North Shore and the Santa Ynez Peninsula and does not propose to replace grazing with recreational activities.

I-13-8

The Preferred Alternative (Alternative 2) would allow low-impact, limited group day use at the Santa Ynez Peninsula with a guide. This type and level of activity is currently allowed at the peninsula (see Comment I-12-2) and would not significantly impact wildlife.

Bald eagles are not currently nesting within the Plan Area, although they use Cachuma Lake for foraging purposes. If the breeding pair, which is located over a mile north of the Plan Area, rebuilds their nest within the Plan Area, appropriate buffers and restrictions will be enforced to avoid disturbance to the nesting pair. The same course of action will be taken if a new pair takes residency within the Plan Area.

When entering areas that were previously closed to boating, boats may be subject to seasonal and other restrictions to prevent the disturbance of sensitive wildlife. These restrictions would be specified in the boating management plan and could include accompaniment by a naturalist or establishment of buffer zones around sensitive wildlife areas. Behavior of sensitive wildlife such as foraging bald eagles could be observed during trial periods by naturalists at the lake and re-evaluated after an analysis of disturbance is conducted. Restrictions would be implemented as described in the Final RMP/EIS (Sections 2.7.2, 4.4.5.2, 4.4.7, 4.5.5, and 4.9.5; and Table 2-3).

I-13-9

The Cultural Resources Management Plan (CRMP; URS 2006c) referenced in Section 3.5 was prepared for the RMP/EIS based on all available records about cultural resources in the Plan Area. The CRMP was not limited to studies related to the creation of the reservoir in the 1950s.

A discussion of previous archaeological studies in the Plan Area has been added to Section 3.5.2.1 from the CRMP, as well as an explanation of the coded site references (known as trinomials) used in Table 3.5-2 and elsewhere.

In response to this comment, an updated record search for the Santa Ynez Peninsula area was requested from the Central Coast Information Center in April 2010. The updated record search identified the following two reports that were not included in the discussion of previous investigations in the CRMP:

- Enlargement of Lake Cachuma and Bradbury Dam Safety Modifications, prepared by the California Department of Water Resources, 1990 – This survey covered portions of the Santa Ynez Peninsula below 800 feet to the water line as well as other parts of the Plan Area.

- Negative Archaeological Survey Report for the Grease Ball Slope Stabilization Project, Santa Barbara, T. Joslin, 2002 – This 6-page survey report was prepared for a 15-acre archaeological survey of the southwest corner of the Santa Ynez Peninsula, at which no resources were identified.

The updated record search did not identify any archaeological sites that were not already included in the Draft RMP/EIS.

In regard to the comment about ongoing investigations by UCSB on the Santa Ynez Peninsula, the CRMP and Final RMP/EIS Section 3.5.2.1 refer to studies that focused specifically on archaeological site CA-SBA-485, which was first excavated in 1951 and subject to more recent investigations by a team from UCSB under the direction of Dr. Michael Glassow. The findings of the recent investigations have not been formally reported to the Central Coast Information Center.

I-13-10

The comment states that the RMP/EIS fails to acknowledge as historic the ranching use of the Santa Ynez Valley and today's lake shore. Section 3.5.1.3 describes historic ranching uses in the Plan Area.

None of the structures referenced in the comment are in the Plan Area. The comment does not clarify how implementation of the RMP would affect these structures.

I-13-11

The text of Impact CU-3 has been revised to include low-impact, limited group day use at the Santa Ynez Peninsula with a guide for Alternative 2. Boat-in access would not be allowed while the grazing lease is in effect.

Reclamation believes that the effects of grazing on cultural resources in Section 4.5.7 and Impact CU-4 are correctly analyzed, and disagrees that other existing activities are dismissed as having no impact. See the response to Comment I-13-6.

I-13-12

The Preferred Alternative does not propose to construct facilities on the Santa Ynez Peninsula. The limited uses that would be allowed would not affect the area's isolated and natural quality.

I-13-13

Boat-in access to the Santa Ynez Peninsula would not be allowed while the grazing lease is in effect. The local managing partner would work with the lessee to allow continued monitored access to the groups mentioned in the comment accompanied by guides.

I-13-14

See the responses to Comments I-12-3 and R-1-10.

The boating density in waters surrounding Santa Ynez Peninsula would be allowed to increase from 50 to 20 acres per boat if boating demand increases. This is not considered a dramatic increase in the WROS designation and is still considered compatible with a rural setting that would support wildlife habitat without significant impact.

On the east end of the lake, the Preferred Alternative would allow kayaks only beyond the log boom, with restrictions during bird breeding season as well as during the nonbreeding season. Public landing on the shoreline would be prohibited. This should be protective for wildlife use.

I-13-15

The Preferred Alternative would not provide for vehicular access or construction of roads to the Santa Ynez Peninsula. Any vehicular access would have to be authorized by the commenters.

Boat-in access to the Santa Ynez Peninsula would not be allowed while the grazing lease is in effect, and no docking facilities would be constructed under the Preferred Alternative.

The Rangeland Assessment and Grazing Management Plan (Sage Associates 2003; to be updated as part of the Preferred Alternative) includes recommendations to avoid or minimize conflicts between recreational uses and grazing animals.

I-13-16

As the Preferred Alternative would only allow group day use with a guide, the need for additional public safety and security personnel or measures is not anticipated.

I-13-17

Specific issues identified in this summary are addressed in the responses to Comments I-13-2 through I-13-16.

I-14 *Cindy*

To: jcollins@mp.usbr.gov
Subject: Lake Cachuma

I-14-1 [Jack Collins: I would love to have skiing swimming jet skiing every kind of water play there is at that lake. It is so said to have a lake so close to you and not able to go in the water.
Cindy
Lompoc CA.

Response to Comment I-14

I-14-1

See the response to Comment I-7-1.

I-15 *Dalberg, B. L.*

To: <jcollins@mp.usbr.gov>
Subject: lake cachuma
dear mr collins,
as a resident of san luis county for 14 years and former santa barbara county resident for 7 years, i want to see lake cachuma opened to water sports like skiing and swimming.
I-15-1 the argument for the lake being used for drinking water does not hold up. lake lopez and nacimiento are also drinking water lakes and they allow skiing. most of the people who live in santa barbara county have to travel into san luis or ventura county to go swimming and skiing.
thanks. b.l.dalberg@bop.gov

Response to Comment I-15

I-15-1

See the response to Comment I-7-1.

I-16 *Daltorio, Nathan*

To: <jcollins@mp.usbr.gov>
Date: 9/19/2008 8:35:23 AM
Subject: Lake Cachuma

I-16-1 Jack Collins,
I would like to see Lake Cachuma to be opened up for swimming & water skiing. What is so different with Cachuma then all the other lake reservoirs, and they allow body contact, and water sports in them. Every other county allows body contact with the water except for Santa Barbara County. Please consider opening up Cachuma for swimming, water skiing & other water contact sports..
Thank You Nathan Daltorio
Lompoc, Ca

See how Windows connects the people, information, and fun that are part of your life.
<http://clk.atdmt.com/MRT/go/msnkwxp1020093175mrt/direct/01/>

Response to Comment I-16

I-16-1

See the response to Comment I-7-1.

I-17 Dillard, Jeremy

To: <jcollins@mp.usbr.gov>
Date: 10/9/2008 1:22:40 PM
Subject: Cachuma Lake RMP

Mr. Jack Collins -

I-17-1

Thank you for the opportunity to comment upon the Cachuma Lake RMP alternatives.

I am generally a proponent of increased non-motorized forms of recreation on public waters and lands. I favor increased non-motorized boat use at Cachuma Lake - specifically in the alternatives that list canoes, kayaks, and rowing shells, while these small craft are subject to the same invasive species inspection protocol as motorized craft.

I-17-2

I oppose the establishment of different speed limits within the lake. I favor one 25MPH lake speed limit. One lower speed limit is consistent with the planning principles to encourage non-motorized recreational uses of the lake and protect public health and safety.

I-17-3

As proposed, non-motorized boating would be modified during peak boating periods associated with trout fishing tournaments. I support an equivalent non-power boat times/days events.

I am in favor of enhancing and expanding non-motorized recreational uses of the lake in both the alternatives. I oppose access to the entire lake for fishing, especially the eastern end. I support the Boating Management Plan limits on size of the boat and type of engine, and support a limit on the size of engine as well.

Thank you for your consideration.

Sincerely,

Jeremy L. Dillard, CPA
Senior Manager, Business Assurance
Moss Adams LLP
11766 Wilshire Blvd., Suite 900
Los Angeles, CA 90025
jeremy.dillard@mossadams.com

Direct +1.310.481.1286
Fax +1.310.477.8424
Mobile +1.626.840.0043

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Responses to Comment I-17

I-17-1

The comment is noted. See the response to Comment I-1-1.

I-17-2

See the response to Comment I-9-1.

I-17-3

Nonpower boat times/days and closure of the east end for fishing can be considered in the Boating Management Plan.

I-18 *Endersby, Laurie*

To: jcollins@mp.usbr.gov

Subject: Lake Cachuma

Dear Mr. Collins,

I-18-1

My family and friends reside in Santa Barbara County. Each year for the past 10 yeras we have vacationed at Lake San Antonio in Monterey County. We make on average four trips during the summer to boat, ski, camp and swim. We spend \$500 to \$1,000 each trip for camping and lakes fes, fuel and food. Of course all of this money could be kept in Santa Barbara County if we have facilities like Lake Cachuma to go to. I would much more prefer to make more day trips as this would be closer to home and this would greatly increase the quality of life for myself and other people in the County. I would like to see Lake Cachuma open up to baters, swimmers and skiers as this I think is a win win situation for all. Please consider.

Sincerely,

Laurie Endersby and family

Response to Comment I-18

I-18-1

See the response to Comment I-7-1.

I-19 *Field, Kent*

To: jcollins@mp.usbr.gov

Subject: Lake Cachuma Rec Plan

I-19-1

I would like Lake Cachuma to be opened to all kayaking/canoeing.
Kent Field

Response to Comment I-19

I-19-1

The Preferred Alternative includes kayaking and canoeing. See the response to Comment I-1-1.

I-20 *Frisk, Becky*

I-20-1 **To:** jcollins@mp.usbr.gov
 Subject: Lake Cachuma Use
 I would like to cast my vote for allowing kayaking and canoeing on Lake Cachuma. The folks that enjoy these sports are respectful of our natural resources and would not impact the water quality.
 Becky Frisk
 Templeton CA

Response to Comment I-20

I-20-1

See the response to Comment I-1-1.

I-21 *Fritzler, Dana*

I-21-1 **To:** <jcollins@mp.usbr.gov>
 Subject: Cachuma lake
 Dear Sir, please keep the equestrian and bike trails open. With the ever shrinking wild spaces, it is really nice to be able to take our youth into the back country. Thank you,
 Dana Fritzler

Response to Comment I-21

I-21-1

See the response to Comment I-4-1.

I-22 *[Reserved]*

I-23 *Garcin, Teri*

(1) (U)
To: jcollins@mp.usbr.gov
Subject: Lake Cachuma future concerns
Dear Mr Collins,
I-23-1 Please keep lake Cachuma open to public use and expand it's trails. As California continues to grow, there is less and less open space for the public to go and enjoy, I particularly enjoy riding horseback in this area and would like to see it remain open to horseback riders, I'm a Back country Horseman member and we donate our time and resources to facilitating the use of Back country for horses and pack animals. Thank you for your considerations. Teri Garcin, Cattle Rancher, Santa Barbara

Response to Comment I-3

I-23-1

See the response to Comment I-4-1.

I-24 *Geran, Carol*

To: jcollins@mp.usbr.gov, dbeverly@aol.com
Subject: Lake Cachuma
Dear Mr. Collins,
I-24-1 It is with great passion that I request for all equestrians and myself that the trails at Lake Cachuma remain open and maintained. Live Oak is unique because one can ride without the danger of bicyclists, and motorized vehicles. The vistas and wild life are unparalleled, and they are appreciated considerably by us because we work so closely to nature with our sport. The miles of trails offer not only relaxation, but the ability to condition horses that compete in numerous sports be it Pacific Coast shows, local gymkanas, or F.E.I. Olympic sports such as Endurance.
Please, include the continuance of these wonderful trails in future plannings.
Sincerely yours,
Carol Geran
Fanfare Farm
Sants Ynez, California

Response to Comment I-24

I-24-1

See the response to Comment I-4-1.

I-25 Goeres, Tom

To: jcollins@mp.usbr.gov
cc: tgoeres@pxp.com; tdgoeres@comcast.net
Subject: Cachuma Lake

I-25-1 Mr. Collins,
My name is Tom Goeres, I am a middle aged resident of Santa Barbara County, living in Orcutt with my Beautiful wife and 2 kids. I am writing to express my deep belief that Lake Cachuma should be opened up to full water activities. My family loves to camp, boat, ski, fish, etc. The only time I took my kids to lake Cachuma they were bewildered when I told them that we couldn't touch the water, my then 8 year old son said "What's the point of having a lake if you can't swim in it?". We go to Lopez occasionally but mostly to San Antonio. It would be a great thing for Santa Barbara County and the Central Coast if we had a lake that all people could enjoy, not just the fisherman and bird watchers. Please keep in mind that not everyone has the same recreational needs. By opening up Lake Cachuma to full use for swimmers and skier/wakeboarders you would be greatly increasing the quality of life in Santa Barbara County and saving gas for those of us that have to drive all the way to Monterey/San Louis County to enjoy skiing and full lake activities.
Thank You for your consideration
Tom Goeres

Response to Comment I-25

I-25-1

See the response to Comment I-7-1.

I-26 Greene, Stephanie

To: Jcollins@mp.usbr.gov
Subject: FutureOfLakeCachuma=HorseBackRidingTrails=More...
Bureau of Reclamation - Attention: Jack Collins -
1234 N Street
Fresno CA 93721
RE: Horseback Riding Trails around Lake Cachuma - The Future of Lake Cachuma -

I-26-1 Please keep the existing Horseback Riding Trails around Lake Cachuma and increase riding trails. Horses and horse people are being forced out of California by the out of control taxing practices forced on them - property taxes, feed taxes, and including the price of fuel/feed now - people are being forced to move out of state.
It is important to keep established Horseback Riding Trails and include them in all Parks to hopefully maintain our equestrian heritage.
Thank you for your help in this matter.

Stephanie Greene

Response to Comment I-26

I-26-1

See the response to Comment I-4-1.

I-27 *Hamlin, James R.*

10.04.39 -0700 ---

To: <jcollins@mp.usbr.gov>

Subject: COMMENTS ON LAKE CACHUMA RMP

Jack Collins

USBR

Date: September 8, 2008

Subject: COMMENTS ON THE RMP FOR LAKE CACHUMA

Dear Mr. Collins,

I-27-1

I have lived on the Central Coast of California for over 30 years and 27 of those years in Santa Barbara County. Between 1982 and 1987 I worked full time as a Park Ranger at Lake Cachuma. I am very familiar with Lake Cachuma, the park users and the recreational opportunities at the county park. What I have come to realize about Lake Cachuma is that next to the natural beauty of the area the best attribute of this recreational area has is it's quite/peaceful environment, and caters mainly to family boating, quite camping and peaceful fishing and not to activities which would conflict or distract from those attributes. In other words, what I am saying is that when you start allowing water skiing, and jet ski use on Lake Cachuma the recreational environment will change. The water skiing and jet ski crowds are different from the typical fishing/boater and camper type of recreational user. These two type of users are wanting two different forms of recreation which basically conflict with each other. The water skiing and jet ski crowd generally speaking tend to make more noise on and off the lake, tend to abuse alcohol more on and off the lake, and tend to be more problematic with enforcement personnel, as a result if these activities are allowed in the future then Lake Cachuma's environment will change. There are plenty of other Lakes and other recreational areas which allow water skiing and jet skis. Let's keep Lake Cachuma's environment quite, peaceful, family oriented and let the skiers use other recreational areas. I am apposed to allowing water skiing and jet ski/type water craft at the Lake Cachuma Recreation Area.

Thank you for allowing me to comment on this RMP for Lake Cachuma.

Sincerely,

James R. Hamlin

Response to Comment I-27

I-27-1

The concerns expressed in the comment are noted. Waterskiing and personal watercraft would not be allowed under the Preferred Alternative (Alternative 2).

I-28 *Hansson, Hans & El-Jay*

2008-10-08 10:07:00 -----
To: <jcollins@mp.usbr.gov>
Subject: Lake Cachuma Trails
I-28-1 Please keep the equestrian trails in and around Lake Cachuma -- With all the development in California, the need for trails so people can get out and enjoy nature is so important. Once these trails are gone -- they are gone forever.
We need your help
Hans & El-Jay Hansson
Rural Arroyo Grande

Response to Comment I-28

I-28-1

See the response to Comment I-4-1.

I-29 *Harrison, Jim*

To: jcollins@mp.usbr.gov
Subject: Cachuma lake usage.
I-29-1 Keep the present equestrian trails and increase them to allow more area for us to enjoy our animals. Allow swimming may or may not be a good idea depending on the areas that it is allowed keep it controlled.
Camping is always a fun time at this lake.
Jim Harrison

Response to Comment I-29

I-29-1

See the response to Comment I-4-1. Swimming and other body contact recreation would not be allowed under the Preferred Alternative. Camping will continue as described in Sections 2.5 and 2.7 of the RMP/EIS.

I-30 *Heron, Michelle*

To: jcollins@mp.usbr.gov
Subject: Cachuma Lake

I-30-1

I read an article in the Lompoc Record this morning regarding possible changes at Cachuma Lake and I for one think it is a GREAT idea!! We need a Lake locally for families to not only be able to camp but to be able enjoy in other ways as you can at Nacimiento and San Antonio!! Being able to swim and enjoy some water skiing etc..., would be wonderful, I truely hope that it is a huge possibility to have cahnges made, you have my vote!

Thank You,
Michelle Heron

Response to Comment I-30

I-30-1

Body contact, including swimming and water skiing, would not be allowed under the Preferred Alternative (Alternative 2).

I-31 *Holdens and Blitch*

To: jcollins@mp.usbr.gov
Subject: Lake Cachuma

I-31-1

We are in favor of limited swimming, canoeing wind surfing and other forms of water activities at Lake Cachuma. Were not in favor of such things as jet ski's etc.

James Holden
Judith Holden
Junetta Holden
Hilary Blitch
Franklin Blitch
Also our three grand children. Thank you.

Response to Comment I-31

I-31-1

See the responses to Comments I-1-1 and I-4-1. Personal watercraft and body contact (swimming and wind surfing) would not be allowed under the Preferred Alternative (Alternative 2).

I-32 *Hurley, Jerry*

--- On **Mon, 9/8/08**, Jerry Hurley <jer_hurley@yahoo.com> wrote:
From: Jerry Hurley <jer_hurley@yahoo.com>
Subject: Lake Cachuma Use !!!
To: jcollins@mp.usbr.gov
Date: Monday, September 8, 2008, 7:53 PM

I-32-1

Last fall my wife and I returned from Montana and purchased two Pontoon Boats for fishing and site seeing on local lakes.. Sadly we found out that we could not use them on nearby Lake Cachuma or Santa Margarita Lake.. We love going to Lake Cachuma to relax and hike/bike ride but the option of floating along the banks for fishing or just relaxing was not possible.. I encourage you to allow the use of kayacks, canoes or float [pontoon] boats.. I agree that the lake should not ever become a skiing lake but minor boat uses should be allowed..
Thank you for your consideration.

Response to Comment I-32

I-32-1

Kayaks and canoes will be allowed under the Preferred Alternative. See the response to Comment I-1-1. Pontoon boat use will be addressed in the boating management plan.

I-33 *Jaborek, James G.*

To: <jcollins@mp.usbr.gov>
Subject: The future of Lake Cashuma

I-33-1

Mr. Collins,
I read an editorial piece this morning in the Lompoc Record entitled "The future of Lake Cachuma." It related the fact that you will soon make a decision about expanded recreational use of the lake for the next quarter century. Apparently, on the table are limited swimming, canoeing, and other forms of water borne activities, that have been previously prohibited. The piece makes the point that this will be the first revision in the lake's recreational use since the reservoir began filling up in 1950. Since Cachuma's waters are used for human consumption in several nearby communities, it is very important that your final decision does not compromise the safety of the water going to those communities.
On that basis alone, I would disapprove of allowing body contact with the lake and continue on with the previous policies employed to keep the lake's water safe and inexpensive as possible to maintain. However, the editorial piece also adds that "Modern technology may have made that prohibition unnecessary." If that is in fact accurate, if that technology will in fact be used, then I see no other reason to continue the prohibition of direct human recreational contact with the waters of Lake Cachuma.
My vote is expand the recreational activities to our citizens at lake Cachuma.
Thank you for taking citizen input.

.James G .Jaborek

Response to Comment I-33

I-33-1

The comment is noted. Body contact would not be allowed under the Preferred Alternative. See also the responses to Comment I-1-1 and I-4-1.

CHCHUMA PROJECT

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1-34-1

I would also like to see the lake opened up to kayaks and canoes. With its many coves and reeded areas supporting a wide variety of wildlife, the lake is ideal for the kind of slow, intimate access that such watercraft provide.

1-34-2

I would prefer to see primitive, low-impact access added to the north shore as opposed to high-impact access, even if localized. For example, I would prefer to see a primitive hiking and biking trail that circumnavigates the *entire* lake, as opposed to a more developed north shore trail system. The same goes for camping: if the north shore is to have campgrounds, I would prefer that they be dry and as undeveloped as possible. The reason for this preference is complementarity: the south shore already provides high-impact camping and access, but has very limited hiking and biking opportunities. I believe the broadest cross section of the community would be served by making the north shore complementary to the south shore, i.e., by having the north shore provide lots of primitive hiking and biking opportunities and little in the way of development.

Finally, I would not like to see the south shore developed any further. I think that Cachuma Lake activities should continue to be focused on the unique characteristics of the lake and area, i.e., on boating and nature, which rules out miniature golf, arcades, etc.

Sincerely,



Greg Janée

Responses to Comment I-34

I-34-1

The Preferred Alternative (Alternative 2) would allow for low-impact recreation on the North Shore, as described in Section 2.7.2 and summarized in Table 2-3 (under “North Shore Recreation”) of the RMP/EIS.

See the response to Comment I-1-1 in regard to kayaks and canoes.

I-34-2

The comment is noted. The Preferred Alternative would not expand facilities and recreation on the South Shore to the extent proposed for Alternative 3.

I-35 *Johnson, Ralph*

Mr. Jack Collins
Resource Specialist
Bureau of Reclamation
1243 N Street
Fresno, CA 93721

I-35-1

[This is a comment upon the Cachuma Lake RMP alternatives.
Non-motorized forms of recreation on public waters and lands should be a priority at Cachuma Lake. Canoes, kayaks, and rowing shells, as human power craft have the least impact on the lake with the most recreational bang for the buck.
Thank you for your consideration, keep the boats proportional to the lake.
Ralph Johnson
Naval Architect

Response to Comment I-35

I-35-1

See the response to Comment I-1-1.

I-36 Jowers, Karen

----- message from karen jowers <jowers@zenix.net> on Sat, 20 Sep 2008 12:00:27 -0700 -----
To: jcollins@mp.usbr.gov
Subject: Lake Cachuma, Santa Barbara County

Dear Mr. Collins,

I understand you are taking comments on future usage at our local Lake Cachuma. It is a lovely facility and area. I frequent the Live Oak horseback riding area on a regular basis. Weekly when possible. I'd love to see it remain open for horseback riding as there are few such gems in California. While they do allow group camping at the facility there, it is very expensive. I'd love to see it opened up so that when a group has not reserved the entire camp individuals could camp with their horses. If possible to negotiate an agreement with the adjacent ranches to open up even more trails would really be a dream come true.

One of only a few problems that need addressing are the extended closures of the Live Oak area for the rainy season. We do buy an annual pass that is sometimes only good for a couple of months out of the year. Day passes are impractical as it requires pulling out onto a dangerous place on the highway with a horse trailer in tow, after the purchase of the day pass at the main Lake Cachuma entrance, not at the Live Oak area. A self pay station at Live Oak, where after calling in your personal info you could receive the gate lock code, you could leave your day use money on site, could work.

I-36-1

Historically, the trails were closed only when impassable. More recently they have been closed anytime the "river" crossing is too deep for a 2 wheel drive vehicle to cross it. That is too restrictive and unreasonable. I have been told the reasoning is for emergency vehicle access in case of an injury. While I appreciate the sentiment, the reality is if a rider gets hurt in the back country they either are ambulatory enough to get themselves out or if severely injured they foot the bill for helicopter ambulance services. That is not really any different than other users of the back country, such as mountain bikers and hikers. I'd like to see the rules changed to limit access to only when it is dangerous to cross the river on horseback (very rare with our weather) and when the trails will be damaged by use or are dangerous to use due to recent flooding.

The other closures have been for the fire season. While that is understandable to use the park for housing fire strike teams for local crisis needs, it would be nice to not charge the pass holders for a season that lasted with about 6 months of fire closure. The fire closure was on the tails of a long "river" closure. I did not ask for a refund because the use fees were very reasonable last year. This year it would be more of a hardship as the price has gone up considerably. Many of us only go once a month to the park, but by the pass to avoid the dangerous turn onto the highway from the day pass sales entrance. Puts us in a bind, feel ripped off on the price, or risk being hit pulling out onto the highway an extra time. I doubt those users with boat and camper trailers have the same anxiety at that highway intersection. With a live animal in tow you just can't make jack rabbit starts or sudden braking without risk of injury to your horse in tow.

The addition of herds of wild horses, including an aggressive stallion, has also prompted complaints to the management. There is an expectation when you have paid to ride on a park that reasonable measures have been taken to promote safety. After the complaints, the stallion was removed and I understand the management would like to rewrite the grazing lease to exclude such use. Historically it was cattle grazing and a few riding

I-36-1
Cont. | horses kept on the property. They were never a problem, this is a recent change in grazing uses. I appreciate the managements efforts to work this new situation out. We locals absolutely love the park and use it regularly. Please do all you can to promote the continued and improved access to such a local gem.

Sincerely,
Karen Jowers
Santa Ynez CA

Response to Comment I-36

I-36-1

See the response to Comment I-4-1. Closure guidelines for wet weather and the fire season will be evaluated in the Trail System Management Plan to be developed by the local managing partner.

I-37 Joyce, Donna

To: jcollins@mp.usbr.gov
Subject: The Future Of Lake Cachuma

I-37-1 | I am voicing my opinion regarding the future of Lake Cachuma. I have lived in the Santa Ynez Valley for 18 years. I have been riding the trails at Lake Cachuma on my horse during that time. I love it out there.
The opportunity to commune with nature is fantastic. I love seeing the hawks, coyotes, wild turkeys, buzzards, and occasional wild boar.
Please keep the riding trails open and if possible increase the trails throughout California. Equestrians love the call of nature to explore with their constant companion, their horse.
Thank you,
Donna Joyce

Response to Comment I-37

I-37-1

See the response to Comment I-4-1.

I-38 Kelly, Kathleen and Kevin

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FRESNO CA

I-104

September 17, 2008

2008 SEP 22 P 12:06

Mr. Robert Epperson
Bureau of Reclamation
1243 N Street
Fresno, CA 93721

Re: Lake Cachuma County Park
Santa Barbara County, CA

Dear Mr. Epperson,

I-

As long-term residents of Santa Barbara County, we want you to know that we are vehemently opposed to allowing swimming at Lake Cachuma County Park. We oppose this for two important reasons.


I-1-38

1. It is a bad idea from a health standpoint, as Lake Cachuma is the main water source for the city of Santa Barbara.
2. It will ruin this area as a quiet refuge for those who come to the lake to observe wildlife and relax in a serene, natural, and undisturbed environment.

We count on this resource. Please don't take it away.

Thank you. Please contact us if you would like further comment.

Kind Regards,


Kathleen and Kevin Kelly

Response to Comment I-38

I-38-1

Body contact will not be allowed under the Preferred Alternative (Alternative 2). See the response to Comment I-7-1.

I-39 Kessler, Jerry

- I-39-1** Dear Mr. Collins,
It has come to my attention that there is discussion about changing the recreation opportunities at Cachuma Lake. I know the public comment period has passed but I thought that I would send this note to you just in case it could also help in the decision making. I am a homeowner in Santa Barbara and an avid outdoorsman (boating fishing, kayaking, hiking, RV, etc.). I have been enjoying Cachuma Lake all my life. I wholeheartedly support the expansion of recreation opportunities at Cachuma Lake, particularly allowing kayaks and small sailboats to enjoy the lake.
- I-39-2** Most of the ideas of Alternative 2 sound very desirable and are very sensible in allowing recreation activities while maintaining water quality and the preservation of nature. My main interest is in the kayak and sailing allowances. Kayaking and sailing can be easily done with no body contact with the water. It is a silent activity that impacts nature negligibly. It is an extremely enjoyable and rewarding activity, produces no contaminants
- I-39-2 Cont.** into the water system, and is very healthy for the enthusiast. It would be a great way to produce additional revenue with virtually no additional cost to manage the activity. Both open and closed cockpit kayaks allow the user to avoid contact with the water. Most kayaks sold today appear to be the open cockpit kind from what I see. I also support allowing the kayaker to pass beyond the log booms during times where there is no spawning of fish. It would be a great way to prompt people to enjoy boating without the production of hydrocarbon emissions by offering a glimpse at what the power boater cannot see. I propose that there be several put-in sites where the kayaker can launch their boat. Limiting a put-in at the marina only is too restrictive. Being able to put-in at the camp site areas would be very convenient and ideal.
- I-39-3** Overwhelmingly, I support ALL aspects of Alternative 2. I would like to see the establishment of the permanent RC flying site too for those enthusiasts. Currently, the choices for the RC flier are virtually nill in finding a suitable location. My knowledge of RC enthusiasts is pretty extensive and I find them to be a very responsible, conscientious and self regulating group of people just by the nature of their sport. An interesting note is that more and more RC enthusiasts are transferring over to electric power for their aircraft as electric powered flight technology advances. The electric aircraft are very quiet in comparison to gasoline engines. I see electric flight increasing dramatically in the future.
I hope that my letter can be of service.
Thank you,
Jerry Kessler
345 Wood Drive, Santa Barbara, CA 93101

Responses to Comment I-39

I-39-1

Alternative 2 has been identified as the Preferred Alternative. See the response to Comment I-1-1 in regard to kayaking. Sailing in wind-driven boats is currently allowed and would continue under the Preferred Alternative, subject to any vessel inspection protocols that are in place (see Section 3.9.2.2).

I-39-2

The comment is noted. The issue with allowing several put-in sites for kayaks is that the boat inspection program currently in place at Cachuma Lake cannot feasibly be enforced in locations other than the marina. Circumventing the inspection program would be inconsistent with the County's and Reclamation's efforts to prevent the introduction of invasive mussels, and would present too great a risk to water quality and supply for water customers and natural resource protection.

I-39-3

A permanent RC landing strip is not included in the Preferred Alternative. However, Float/Fly events will continue to be allowed with prior arrangements with the local managing partner.

I-40 Kessler, Shannon

To: jcollins@mp.usbr.gov
Subject: Horse trails a Lake Cachuma

Hello,

I-40-1

Please continue to give access to horsebackriding trails at Lake Cachuma and work to increase them.

Thank you,
Shannon Kessler

Response to Comment I-40

I-40-1

See the response to Comment I-4-1.

I-41 Lindsey, Deb

To: <jcollins@mp.usbr.gov>

Subject: Lake Cachuma

Mr. Collins,

I-41-1

We would like to see the expansion of recreational activities at Lake Cachuma .
Swimming and canoeing should be allowed, even if in limited areas. We use the lake for fishing now and would like to see expanded opportunities.

Thank You,
The Lindsey Family

Response to Comment I-41

I-41-1

See the responses to Comments I-7-1 and I-1-1 in regard to swimming and canoeing, respectively.

I-42 Livers, Jerry

CACHUMA LAKE RMP and EIS

MY NAME IS JERRY LIVERS (GLIVERS@COK.NET)

I LIVE IN SANTA BARBARA NEIGHBORHOOD IN [COUNTY].

QUESTIONS/COMMENTS ON THE CACHUMA LAKE RMP and EIS

I-42-1

PLEASE TAKE NOTE OF THE ATTACHED
SANTA BARBARA RADIO CONTROL MODELERS
COMMUNITY SERVICE ACTIVITIES. WE TRY
TO BE MORE THAN JUST MODELERS AND
HOBBIES. WE TRY TO BE COMMUNITY
CONTRIBUTORS AS WELL.

ADDITIONAL COMMENTS MUST BE RECEIVED by the Bureau of Reclamation no later than close of business Monday, September 22, 2008.

Send your comments (delivery receipt and signature requested) to:

Mr. Bob Epperson, Project Manager
Bureau of Reclamation
1243 'N' Street, Fresno, CA 93721

OR - Email your comments (delivery receipt option selected) to:

repperson@mp.usbr.gov



P.O. BOX 6571
SANTA BARBARA, CA 93160

COMMUNITY SERVICE ACTIVITIES

- Judge Grammar School and Jr. High School Science Projects
- Judge Children's Aircraft Design and Flight Competition for S/B School Children
- Put on Flying Aircraft and Helicopter Demonstrations at School Fairs
- Conducted Flight and Static Displays of Models @ "S/B Airport Days"
- Conducted Children's Model Building Seminars @ "S/B Airport Day's"
- Put on Static Displays of Model Aircraft Including Video Simulations for School Children to Operate
- Give Flight Theory Presentations to School Children for S/B Airport Visitor Center along with Static Model Display's
- Conducted Flight Training for Boy Scouts of America Troops
- Conducted Flight Training for Children at Cachuma Lake Park "Adventures in Flight" Days
- Provide Free Flight Instruction for New Club Members
- Built Flight Simulator for S/B Visitor Center School Children to See and Control an Airplane in Flight
- Provide Static Displays of Scale Models @ S/B Airport Tower & S/B Visitors Center
- Built and Flew an Exact 1/4th Scale Model of the Loughead (Lockheed) F-1 Flying Boat Currently on Permanent Display @ the S/B Maritime Museum

I-42-1, [] SEE CARDS ATTACHED TO BACKSIDE. TIM LAUTEN
Cont. [] CAN ATTEST TO OUR PUBLIC SERVICE

Note: The remainder of this submittal contains material that does not comment on the Draft RMP/EIS and therefore requires no response from Reclamation. Because it is not comment material, it is not included in the Final RMP/EIS, but it will be included in the administrative record for this project and is available upon request.

Response to Comment I-42

I-42-1

The comment is noted. Alternative 3 would have allowed for a possible public RC airplane site east of Mohawk. The Draft RMP/EIS identified two impacts specifically related to RC airplane use: Impact BI-2, disturbance to breeding raptors and foraging bald eagles, and Impact R-5, disturbance to visitors seeking a quiet/natural recreation experience. Overall, the combined effects of the additional activities proposed by Alternative 3 were determined to result in major

adverse impacts to wildlife. Alternative 2 has been identified as the Preferred Alternative; therefore, no permanent RC airplane site would be constructed.

I-43 Longacre, Kathy

To: <jcollins@mp.usbr.gov>
Subject: Lake Cachuma

I-43-1 Hello Jack Collins,
I received notice that the Bureau of Reclamation was looking into future recreation in the Lake Cachuma area. The equestrian trails behind the lake are a great regional recreational asset to people of both Santa Barbara County and San Luis Obispo County. It is a joy to have a trail system that is equestrian only knowing that a mt.bike will not be coming fast downhill behind you- is a relief from the other impacted SB County front country trails. I would like to see an expansion of the trail system in that area. I use those trails about 10-12 times a year and love to ride there.
Thank you,
Kathy Longacre

Response to Comment I-43

I-43-1

See the response to Comment I-4-1.

I-44 Lynn, Nancy

To: <jcollins@mp.usbr.gov>
Subject: Lake Cachuma Swimming

I-44-1 I think it would be so wonderful to swim in Lake Cachuma! Keep away the jet skis and noxious fumes! Could it be possible we could swim in it?
Yours enthusiastically, Nancy Lynn

Response to Comment I-44

I-44-1

See the response to Comment I-7-1. Jet skis would not be allowed under the Preferred Alternative.

I-45 *Martin, Patrick K.*

To: <jcollins@mp.usbr.gov>
Subject: Cachuma Lake

Dear Mr. Collins

I-45-1

This letter is to show my support of opening Cachuma Lake to limited swimming and canoeing/kayaking. It is my understanding that sanitizing technology now exists to effectively treat lake water for body contact activities. As a resident of Lompoc, Ca and an avid kayaker, I feel that opening Cachuma Lake to these activities would provide the Central Coast with much needed fresh water recreation close to home. There is currently no place in Santa Barbara County available to fresh water canoe/kayak. The closest place is Lopez Lake, over 55 miles from Lompoc.

Thank You for your consideration in this matter,
Patrick K. Martin

Response to Comment I-45

I-45-1

See the responses to Comments I-7-1 and I-1-1 in regard to swimming and canoeing/kayaking, respectively.

I-46 *McFarlane, Jeff*

To: <jcollins@mp.usbr.gov>
Subject: Future of Lake Cachuma

I-46-1

Mr. Collins,

Please make efforts to open trails around the lake for use by hikers, Cross Country Mt. Bikes and horseback riding.

Thank you,
Jeff McFarlane
Santa Barbara

Response to Comment I-46

I-46-1

See the response to Comment I-4-1. See Section 2.7.2 in regard to mountain biking under the Preferred Alternative (Alternative 2).

I-47 *McFarlane, Kathy*

To: <jcollins@mp.usbr.gov>

Subject: Future of riding trails at Lake Cachuma

I-47-1

I have ridden on the eastern side of Lake Cachuma for years and I always appreciate the fact that it is open to riding. Trail access is diminishing everywhere in the Santa Barbara area. I am a long distance rider and it is becoming more and more difficult to find trails to condition on. I would love to see more trails opened around the Lake and hope the area that is accessible now remains open!

Thank you
Kathy McFarlane

Response to Comment I-47

I-47-1

See the response to Comment I-4-1.

I-48 *Moran, Timothy*

Subject Fwd: Comments to Cachuma Lake Draft RMP/EIS
>>> Timothy Moran <tmoran@raytheon.com> 10/30/08 7:39 AM >>>

I attended the public meeting in Solvang recently and heard the presentation regarding the Draft Lake Cachuma RMP/EIS. First, let me acknowledge the Bureau of Reclamation for a well-written, and thorough document.

I have been an active member of the Academy of Model Aeronautics (AMA), and member of the AMA chartered Santa Barbara RC model airplane club (SBRCM) for over 20 years. I generally fly RC model airplanes an average of 2 to 3 times a month on weekends. I fly models powered by glow engines, gasoline engines, and electric motors, and now have 15 or so flyable models. I consider myself an avid modeler.

1. There are several clubs operating on a permanent basis on lakeshores in Southern California alone and probably hundreds throughout the entire U.S. Presumably most of these lakeshore flying sites present environmental issues quite similar to the issues present at Lake Cachuma in terms of bird habitats and noise. A local club, the Ventura Comets, operate RC model aircraft from a field located on the shore of Lake Casitas. The Comets have a 500 foot paved runway, taxiways, pit area, small shed, safety fences, sunshade, impound board, barbecue pit and any other flying field improvements which were funded by, and built by the club members over the years. They have occupied the current lakeshore site since 1981 (27 years.)

I-48-1

2. SBRCM sponsors an annual AMA sanctioned Invitational "Float Fly" in June, and two "Club Only" float flys in March and October. These are events where we operate RC models with floats off the lake. The events have been on-going since 1992, and many modelers (45 to 65) travel from the surrounding areas for day-use and also overnight camping, bringing in revenue to the lake. In aggregate, since 1992, we have flown off the lake for a total of 95 days. We cordon off a flying area with floating safety buoys, and have fun flying. These well-attended float fly events are well-liked by the RC modeling community and the "camping public." Many non-modeling campers are attracted to the float fly events for the entertainment value, and some express an interest in the hobby.

3. In the late 1980's when local drought conditions caused the lake level to drop severely, the SBRCM Club voluntarily supported the park sponsored "Flight Into Spring." These annual events were designed to help promote the lake recreational area, and inform the general public that the lake still had plenty of water.

4. Our Santa Barbara based club currently has been operating on private ranch land less than ½ mile from the Santa Ynez River and approximately three miles from the Mohawk Shores site for over 10 years. Bird and animal life of all kinds continues to flourish in the area. Furthermore, we have been satisfied to operate on a three day per week (plus holidays), 9am to 1pm schedule.

5. In regards to any noise and safety issues, our club also self-imposes a rule of no more than four airplanes in the air at a time, in order to reduce mid-air collisions. This limits noise, of course. Also, technology in the hobby is evolving such that probably one-third of our airplanes are electric powered and create virtually no noise at all. The ratio of electric to fuel powered airplanes will undoubtedly increase over time as the electric technology advances..

I-48-1
Cont.

6. Granting our club of approximately 100 dues paying members a flying site at East End Mohawk will have a benign impact on the environment and a very beneficial impact to the interests of the Federal, State and local government at the lake. We are safety conscious, and will be good stewards of the proposed flying site. Our presence would provide another popular attraction at the lake and certainly generate significant additional revenue for operators of the lake facilities, as virtually all our club members would likely purchase annual Lake Cachuma passes to allow access to the proposed RC model flying field.

I thank you for your consideration of my strongest support for Alternative Three of the RMP regarding a radio control airplane site.

Regards,
TJ Moran

Response to Comment I-48

I-48-1

See the response to Comment I-39-3. A permanent RC airplane facility is not included in the Preferred Alternative (Alternative 2), although Float/Fly events will continue to be allowed with prior arrangements with the local managing partner. The Draft RMP identified two impacts specifically related to RC airplane use: BI-2, disturbance to breeding raptors and bald eagles, and R-5, disturbance to visitors seeking a quiet/natural recreation experience.

I-49 *Murphy, Brian*

To: <jcollins@mp.usbr.gov>

Subject: Lake Cachuma water activities plan comment

Mr. Collins:

I-49-1

I would like to say that I strongly support water recreation being allowed on Lake Cachuma. Prohibiting body contact with the water has always seemed ridiculous to me. Other drinking water reservoirs in the area allow swimming and waterskiing and have for many years. Lake Lopez in SLO county is a fine example. I have lived in Santa Barbara county for more than 30 years, and allowing water recreation on the lake would provide recreational opportunities to our local area, for those who are not willing to drive long distances to Lopez or Nacimiento for waterskiing, tubing, or wakeboarding.

Regards,
Brian Murphy

Response to Comment I-49

I-49-1

See the response to Comment I-7-1.

I-50 Nordwall, Jan Camille

To: jcollins@mp.usbr.gov
Subject: Lake Cachuma

I-50-1 Dear Mr. Collins,
As part of our local riding club, I have been informed that our concerns about the area around Lake Cachuma need to be heard. We love the riding trails there and would like to see them remain for us and future generations.

Thank you,
Jan Camille Nordwall

Response to Comment I-50

I-50-1

See the response to Comment I-4-1.

I-51 Peckham, John H.

To: jcollins@mp.usbr.gov
Subject: CACHUMA

I-51-1 Jack,
I am very much in favor of extra activities for Cachuma. I have always been surprised that we cannot swim or water-ski on the lake. Most lakes in California that are water sources (Lake Arrowhead, Big Bear, San Antonio etc.) are used for recreational activities including water skiing, swimming, jet skiing etc. it would be good for the county and great for Cachuma.

Thank you,
John
John H. Peckham
Grubb & Ellis Company
Sr. Vice President
803 Chapala Street
Santa Barbara, CA. 93101

Response to Comment I-51

I-51-1

See the response to Comment I-7-1.

I-52 Poorman, Beverly

To: <jcollins@mp.usbr.gov>
Subject: Lake Cachuma

I-52-1 Dear Jack Collins,
I've enjoyed the Lake Cachuma area for over 30 years and now I'm able to share it with my children. We horsebackride, hike and fish this beautiful area. Please continue to preserve the Lake Cachuma area for the present and the future. Once it is lost, it is almost impossible to reclaim the open space again.

Sincerely,
Beverly Poorman

Response to Comment I-52

I-52-1

The comment is noted. Reclamation considers the Preferred Alternative (Alternative 2) to provide a balance between recreation and natural resource protection.