



Photo by: Rene Rodriguez

## General Plan Advisory Committee Meeting #12 **DRAFT**

June 3, 2010 | Board of Supervisors Chambers

### Tonight's Agenda

1. Project Update
2. Meeting Objectives
3. GPAC Tasks
4. Next Steps



## **Project Update**

---

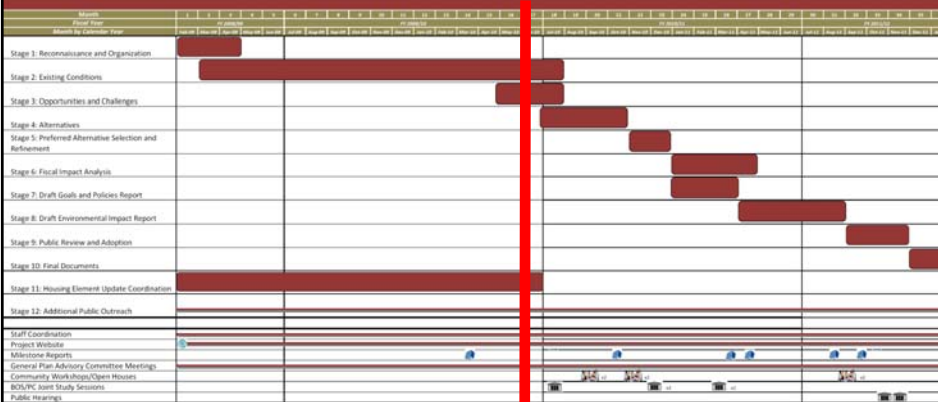
### **Project Update**

1. April 29<sup>th</sup> GPAC meeting minutes
2. May 5, May 10, and May 17 GPAC policy subcommittee meeting minutes
3. Project schedule



# Project Schedule

San Benito County General Plan Update  
REVISED PROJECT SCHEDULE  
March 8, 2010



mintierharnish



# Meeting Objectives

## Meeting Objectives

1. Confirm GPAC Policy Subcommittee findings
2. Discuss responses to GPAC comments on the Background Report chapters
3. Discuss the Noise Chapter of the Background Report
4. Confirm Draft 2035 Vision and Guiding Principles
5. Identify major opportunities and challenges



## Subcommittee Report

---

## Draft Background Report

### Draft Background Report Chapters

1. GPAC questions on:
  - Introduction
  - Economic Development
  - Land Use
  - Agriculture
  - Circulation
2. Staff/Consultant responses



## GPAC Tasks

### 1. Discuss draft Noise chapter

- Do they cover all appropriate topics and geographical areas in the county?
- Is there any additional information that would be important to include in the Background Report?

### 2. Discuss major findings

- Are they accurate?
- Do they cover the major issues for that topic? Are there additional major findings that are addressed in the Background Report that should be identified as Key Findings?



## Draft Background Report Chapters

### Draft Background Report Chapters:

- Chapter 13: Noise

### Format for Comments:

- Raise any questions or major comments to the group
- Identify areas that need additional research or analysis
- County staff will collect handwritten or electronic line edits/editorial corrections



## Major Findings

### Chapter 2: Demographic and Economic Trends (1/3)

#### Section 2.1 Regional Demographic and Economic Trends

- ❑ From 1990 to 2008 the Economic Region's population increased from 2.1 million to 2.6 million. During this period San Benito County had the fastest growing population among the four counties and its growth accounted for 4.5 percent of the regional increase.
- ❑ According to AMBAG and ABAG projections, the population of the Economic Region between 2010 and 2035 will increase by over 530,000, an average annual rate of 0.9 percent.
- ❑ San Benito County population is projected to continue growing at the fastest rate, increasing by 27,000 to 95,000 by 2035, an average annual growth rate of 1.8 percent.
- ❑ San Benito County has experienced an employment growth rate of 1.8 percent annually from 1997 to 2007, adding 2,800 new jobs. During this period the Economic Region lost 11,700 jobs due to employment losses in Santa Clara County, which accounted for over 75 percent of total employment in the Economic Region.
- ❑ Historically, San Benito County has had some of the highest unemployment rates in the Economic Region, ranging from 6 percent to 11 percent over the past 10 years. By comparison, Santa Clara County has had the lowest unemployment rates in the Economic Region, ranging from 3 to 8 percent.
- ❑ According to AMBAG and ABAG, from 2010 to 2035 employment in the four-county Economic Region is projected to increase by nearly 400,000 new jobs, growing at an average annual rate of 1.4 percent.



## Major Findings

### Chapter 2: Demographic and Economic Trends (2/3)

#### Section 2.2 San Benito County Demographic Trends

- ❑ From 1990 to 2008 the population of San Benito County grew from 39,697 to 58,000 or at an average annual rate of 2.6 percent.
- ❑ The population of the city of Hollister was 37,000 in 2008, accounting for approximately 64 percent of the county's total population. The population growth in Hollister was faster than that of the county as a whole.
- ❑ According to AMBAG projections, the population of San Benito County is expected to grow to 95,000 from 2010 to 2035, an average annual rate of 1.8 percent.
- ❑ Based on the State Department of Finance's (DOF) population projections by race and ethnicity, the proportion of Hispanic residents in San Benito County will increase to 75 percent by 2030 from approximately 59 percent currently (2009).
- ❑ From 1990 to 2000 the average level of education attainment of San Benito County's population rose for all levels above high school graduate.
- ❑ Historically, household incomes in San Benito County have been slightly higher than the state average. In both 1990 and 2000 San Benito County had a smaller percentage of households with annual incomes in the lower ranges and a higher percentage at the upper ranges.



## Major Findings

### Chapter 2: Demographic and Economic Trends (3/3)

#### Section 2.3 San Benito County Economic Trends

- ❑ From 1997 to 2007 increases in non-farming industries accounted for all employment growth in San Benito County.
- ❑ The largest employment sectors in the county are the services, manufacturing, and government sectors, which combined accounted for 58 percent of total employment in 2007.
- ❑ Construction was the fastest growing industry between 2002 and 2006, increasing by 32 percent. With the housing-led recession since 2006, construction employment is declining.
- ❑ AMBAG employment projections suggest a slower rate of economic growth from 2010 through 2035, with an average annual growth rate of 0.9 percent. The annual growth rate from 1997 to 2007 was 2.4 percent.
- ❑ The fastest growing sector is projected to be the service sector with 1,500 new jobs created between 2010 and 2035, accounting for over 40 percent of total new employment in the county.

#### Section 2.4 Market Demand for Future Land Use

- ❑ Based on AMBAG forecasts, the county can anticipate 13,456 new housing units between 2010 and 2035.
- ❑ San Benito County can also anticipate: 570 new hotel/lodging units; 223,625 new square feet of office; 1.2 million square feet of retail; and 167 acres of industrial.



## Major Findings

### Chapter 3: Land Use (1/3)

#### Section 3.1 Existing Land Use

- ❑ Unincorporated land within the county accounts for approximately 882,675 acres or 99.5 percent of all land in the county, while incorporated cities account for only 4,000 acres or approximately 0.5 percent.
- ❑ Agriculture is the predominant land use in the county, totaling 747,409 acres or 85 percent of the unincorporated county. Grazing is the largest category of agricultural land and accounts for over 70 percent of all existing land use in the unincorporated county.
- ❑ The county has a significant amount of land (110,036 acres) categorized as “unknown,” which includes over 76,743 acres (70 percent) of parks owned by city, State, and Federal governments.
- ❑ Residential land accounts for only 9,639 acres or 1.1 percent of existing land use in the unincorporated county.

#### Section 3.2 Summary of the Existing General Plan

- ❑ San Benito County adopted the various elements of the current General Plan at different times between 1980 and 2004. For consistency the Background Report refers to the current General Plan as the “1992 General Plan” since that was the year the Land Use Element was last fully updated.
- ❑ The County is currently (2009) updating the Housing Element for the State-mandated planning period of 2007 to 2014.
- ❑ The unincorporated county currently (2009) has a remaining buildout potential of 37,700 to 39,700 dwelling units.



## Major Findings Chapter 3: Land Use (2/3)

### Section 3.3 Zoning Code and Map

- ❑ San Benito County's Zoning Code defines 7 zoning districts and 12 combining districts that regulate land use in the unincorporated county.

### Section 3.4 Spheres of Influence and LAFCO

- ❑ San Benito LAFCO adopted a countywide Municipal Services Review in December 2007.
- ❑ Due to service and funding constraints, San Benito LAFCO has not expanded any sphere of influence boundaries for cities and special districts in the county since 2007.

### Section 3.5 Airport Land Use Plans and the Airport Land Use Commission

- ❑ The San Benito Airport Land Use Commission (ALUC) is currently (2009) updating the 2001 Hollister Municipal Airport Land Use Compatibility Plan.



## Major Findings Chapter 3: Land Use (3/3)

### Section 3.6 City General Plans

- ❑ Despite growth pressures, in 2005 the City of Hollister reduced the size of the city's planning area with the adoption of their General Plan.
- ❑ The City of San Juan Bautista has not annexed any land since the adoption of their General Plan in 1998.
- ❑ Both the City of Hollister and the City of San Juan Bautista have growth management ordinances or programs to limit the number of new residential units that are built each year.

### Section 3.7 Other Agency Plans

- ❑ General Plan policies and programs for the five counties that surround San Benito County (Santa Clara, Santa Cruz, Monterey, Merced, and Fresno) and the cities of Salinas and Gilroy impact land uses within San Benito County. Fast growing jurisdictions such as Salinas and Gilroy have the potential of providing services and employment for San Benito residents.
- ❑ The Association of Monterey Bay Area Governments (AMBAG) is the designated Regional Transportation Planning Agency in the county and is responsible for preparing and administering State and Federal transportation plans for the tri-county region (i.e., Monterey, Santa Clara, and San Benito) and determining existing and projected regional housing needs for the counties.
- ❑ Cal Fire, in conjunction with the Monterey and San Benito County Fire Departments, provides fire protection, fire risk management, and prevention services across unincorporated San Benito County.



## Major Findings

### Chapter 4: Agriculture (1/4)

#### Section 4.1 Regulatory and Compensatory Setting

- ❑ The guiding agriculture-related principles of the 1992 San Benito County General Plan are to protect agriculture as a leading industry in the county, to avoid conversion of high-value agricultural land to other uses, and to maintain parcels large enough for economical operations.
- ❑ More than 580,000 acres of agricultural land are currently (2009) under Williamson Act contract, which constitutes about 70 percent of all agricultural land in the County. The number of contracts has increased slightly since 1991. There is relatively little enrolled land located on the peripheries of cities and unincorporated communities.
- ❑ San Benito County has a strong Right-to-Farm ordinance.



## Major Findings

### Chapter 4: Agriculture (2/4)

#### Section 4.2 Urbanization and Agriculture Land

- ❑ About 75 percent of the total land area in San Benito County is agricultural land. 91 percent of the agricultural acreage is grazing land and 4 percent is prime farmland.
- ❑ The County lost 7,300 acres of agricultural land between 1992 and 2008, a decline of 0.8 percent.
- ❑ The best agricultural soils have been disproportionately affected by the conversion of farmland to urban use. From 1990 to 2004, almost half of the land that was converted to urban uses was prime farmland.
- ❑ The amount of prime farmland declined by over 30 percent and the amount of other important farmland declined by almost 39 percent from 1992 to 2008. The majority converted to grazing land.
- ❑ Since the majority of San Benito County's high quality farmland is located near developed areas, there is high potential exposure of agricultural operations to non-farm residences and other forms of urban development. This suggests the potential for conflict between agricultural operations and residential neighbors. However, on an annual basis, typically only one or two complaints are officially made about agricultural operations by neighbors.
- ❑ From 1990-2004 San Benito County had a relatively low amount of farmland conversion to urban uses compared to other counties in the Central Coast region. San Benito County was 5th out of 7 counties in all agricultural acres converted to urban and built-up use. However, the county was ranked 1st in the percentage of high quality (prime, unique, statewide importance) agricultural land converted to urban uses.
- ❑ San Benito County was ranked 2nd out of the 7 Central Coast counties in the efficiency of urban development (people per new urbanized acre).



## Major Findings Chapter 4: Agriculture (3/4)

### Section 4.3 Farms and Farmers

- ❑ While the average size of farms in San Benito County was 928 acres in 2007, most farms were smaller; 57 percent of all farms were under 50 acres and the median size was 25 acres. Farm income and profitability is directly related to farm size.
- ❑ With an accumulated total of 551,133 acres, the 133 largest farms (all 500 acres or greater) together contained 95 percent of all agricultural land in the county, according to the 2007 Census of Agriculture. In contrast, the 356 farms in the under 50-acre category accounted for only 3,893 acres in 2007, or 0.6 percent of the county's agricultural total.
- ❑ Compared to California as a whole, San Benito County had a lesser share of smaller farms and a greater share of larger farms in 2007.
- ❑ The great majority of farms and ranches in San Benito County are family-operated; about 80 percent of principal operators reside on their farms.
- ❑ Farm operators are an aging population; their average age in San Benito County increased from 55.3 years in 1997 to 58.3 in 2007. Principal operators in San Benito County in 2007 reported an average of 18.6 years on the same farm; 75 percent had operated the current farm for 10 or more years.



## Major Findings Chapter 4: Agriculture (4/4)

### Section 4.4 Agricultural Commodity Income

- ❑ San Benito County farms and ranches earned \$293 million from commodity sales in 2007.
- ❑ Adjusted for inflation, commodity sales increased by 88 percent over the 1992-2007 period.
- ❑ San Benito County ranked in the top ten counties in the state for three commodities: spinach (2nd) lettuce (3rd), and turkeys (9th).
- ❑ The top ten commodities in San Benito County, led by nursery stock, miscellaneous vegetable and row crops, and wine grapes constituted 72 percent of the county's total market value in 2007.
- ❑ Farm productivity increases and shifts to growing higher-value crops were the major drivers of the rise in total market value.



## Major Findings Chapter 6: Circulation (1/6)

### Section 6.1 Roadways

- ❑ Between 1997 and 2007 travel on State highways within San Benito County grew at more than twice the rate of travel on local county/city roadways (2.2 percent versus 0.8 percent growth rate).
- ❑ Approximately 48 lane miles of the State highway system operate at Level of Service D or worse within San Benito County during combined AM and PM peak hours.
- ❑ Currently (2009) all county roadways have traffic volumes that fall below San Benito County's maximum average daily traffic (ADT) volume thresholds.
- ❑ Two of the key study intersections – State Route (SR) 25 and Shore Road, and Airline Highway (SR 25) and Union Road – currently (2009) operate at unacceptable levels of service (LOS D or worse) during the AM or PM peak hours. Both of these deficient intersections are located within the State's jurisdiction.
- ❑ Three key unsignalized study intersections currently (2009) have traffic volumes high enough to satisfy the peak-hour signal warrant. These intersections include: SR 25 and Shore Road, Fairview Road and McCloskey Road, and Fairview Road and Hillcrest Road.



## Major Findings Chapter 6: Circulation (2/6)

### Section 6.2 Bus Transit Services

- ❑ Transit services associated with agricultural industries in the county are inadequate which means many agricultural workers do not have reliable transportation to work.
- ❑ Transit services during before- and after-school hours are inadequate which limits commute flexibility for parents, students, and school staff.
- ❑ There is a need for a mobility management program to educate transit-dependent citizens about the various public transit programs and services available to them.
- ❑ Due to limited resources the Local Transportation Authority only provides transit service to Hollister, San Juan Bautista, and Tres Pinos.

### Section 6.3 Railway Features

- ❑ There are currently (2009) no passenger rail services in San Benito County.
- ❑ Freight rail service to Hollister and northern San Benito County is provided by the Union Pacific Hollister Branch Line



## Major Findings Chapter 6: Circulation (3/6)

### Section 6.4 Non-motorized Transportation Facilities

- ❑ San Benito County's incorporated and unincorporated area bicycle networks lack continuity.
- ❑ Existing bikeway facilities in unincorporated San Benito County are limited due to insufficient funding for the construction of major bikeway projects and the rural nature of most of the county. In turn, there are relatively few bicyclists in the unincorporated area.
- ❑ The San Benito Bikeway and Pedestrian Master Plan recommends a variety of bikeway improvement projects aimed at interconnecting communities, both incorporated and unincorporated, throughout the county.
- ❑ Walkway and pedestrian facilities in the unincorporated areas of the county are discontinuous and/or non-existent. There is no countywide pedestrian or ADA transition plan.
- ❑ The San Benito Bikeway and Pedestrian Master Plan recommends that sidewalk gaps be filled in urban areas and in areas near schools and bus stops. Additionally, the plan recommends that sidewalks be required for new developments in the county.



## Major Findings Chapter 6: Circulation (4/6)

### Section 6.5 Aviation Facilities

- ❑ San Benito County's aviation system consists primarily of one public-use airport and one private air strip which is open to public use on a membership basis. Airports in nearby counties also provide services to San Benito County residents.
- ❑ Hollister Municipal Airport, owned and operated by the City of Hollister, is located about two miles north of Hollister.
- ❑ The ALUC has certain authority over airports located within unincorporated parts of the county. The authority to regulate development and land use adjacent to these airports is shared with the airport owners and with the Federal Aviation Administration and State of California. The FAA regulates the manner in which aircraft operate.
- ❑ Airports generate noise and safety impacts that extend well beyond their boundaries and affect land uses around them. Together with the airport owner, the County is responsible for ensuring land use compatibility in the environs of airports in its jurisdiction. Information regarding airport impacts is included in Chapter 11 - Safety and Chapter 13 - Noise.



## Major Findings Chapter 6: Circulation (5/6)

### Section 6.6 Goods Movement

- ❑ Growing congestion on the State highway system, specifically on SRs 25 and 156 between Hollister and US 101, pose potential problems for the efficient movement of goods in and out of San Benito County.
- ❑ Truck traffic on local streets and rural roads in San Juan Bautista, Hollister, and unincorporated areas of the county is becoming a growing concern for area residents.

### Section 6.7 Transportation Coordination with Land Use

- ❑ A significant portion of county residents commute to other counties for employment. This places a significant burden on the State highway system and principal arterial connections between San Benito County and adjacent counties.
- ❑ To date all long-range transportation planning decisions and future traffic forecasts were based on the San Benito County travel demand model. However, Caltrans and AMBAG are currently (2009) recommending that the appropriate model to use for planning decisions and traffic forecasts in San Benito County is the AMBAG model. It is not yet known whether the AMBAG model contains sufficient detail to evaluate local planning issues within San Benito County.
- ❑ The County currently (2009) does not have adopted thresholds of significance for identifying when a development or roadway project causes a significant transportation-related impact. Therefore, project impacts may be evaluated inconsistently and mitigation measures may not be determined in an equitable fashion, with respect to all responsible parties.



## Major Findings Chapter 6: Circulation (6/6)

### Section 6.8 Transportation Demand Management

- ❑ The Council of San Benito County Governments operates a ride-matching database designed to assist commuters transition from driving alone to a convenient ridesharing option, such as car or vanpooling.
- ❑ In San Benito County there are currently (2009) two park-and-ride lots with a total of 39 parking spaces. Both of these lots have bicycle parking facilities.

### Section 6.9 Transportation Systems Management

- ❑ Currently (2009) ITS applications in the field in the unincorporated areas of San Benito County are limited to a few locations with basic traffic signal control systems as well as motorist call boxes on the State highways in the county.

### Section 6.10 Costs and Revenues for Major Improvements

- ❑ Transportation improvements through 2035 that will be needed throughout the county are anticipated to cost approximately \$761.9 million.
- ❑ The anticipated revenue from local, State, and Federal sources through 2035 for transportation improvements is approximately \$477.1 million.
- ❑ The projected costs of needed transportation improvements is higher than expected revenues, with a deficit over the long-term of approximately \$284.8 million.



## Major Findings

### Chapter 13: Noise (1/3)

#### Section 13.1 Acoustical Background Information and Terminology

- ❑ There are no major finding for this section.

#### Section 13.2 Ground Transportation Noise Sources

- ❑ Roadway traffic is the most significant source of noise affecting sensitive land uses in the county. U.S. Highway 101 and State Routes 25, 156, 152, and 129 are the most significant sources of traffic noise. Major arterial roadways are also significant sources of traffic noise at land uses adjoining these roadways.
- ❑ Other ground-based transportation noise sources that contribute to community noise levels include intermittent operations associated with the Union Pacific Railroad along the Gilroy-Watsonville and the Gilroy-Hollister tracks.
- ❑ Existing noise levels in rural areas of the county that are not located near ground transportation sources are relatively low.



## Major Findings

### Chapter 13: Noise (1/3)

#### Section 13.3 Aircraft Noise Sources

- ❑ Hollister Municipal Airport and Frazier Lake Airpark operations are significant contributors to ambient noise levels in their immediate vicinities.
- ❑ Aircraft noise levels in the remaining parts of the county are generally compatible with noise-sensitive land uses.

#### Section 13.4 Stationary Noise Sources

- ❑ Existing stationary noise sources can generate noise levels that are not compatible with adjacent sensitive land uses.
- ❑ The development of new stationary noise sources can be constrained by existing noise-sensitive land uses that are not compatible with proposed noise-generating uses.



## GPAC Discussion: Draft Vision and Guiding Principles

### Draft Vision and Guiding Principles

#### Developed based on input from:

- GPAC Input
- County Staff and Consultant Observations
- Draft Housing Element (2010)
- Community Mail Survey Results (2008)
- Phase I Workshop Results (2008)
- Draft Principles for the County Transferable Development Credit Program (2006)
- Vision San Benito (2005)



## Draft 2035 Vision for San Benito County

At pace with the changing world, but still rural in nature, our vision of San Benito County in 2035 is of a positive and prosperous future, in which balance has been attained between business and residential growth without surrendering our rich natural resources, valuable agricultural assets, active country character, or our historic heritage.

Walkable neighborhoods, parks and public lands, business districts, and job centers are linked to one another by a sensibly-sized, well-maintained transportation network, suitable for foot, bicycle, auto, bus, or sometimes horse. Connection to distant destinations is readily available by auto, bus, train, or plane, or “virtually” by way of enhanced telecommunications.

Downtowns are not taken for granted. Established local businesses, not just the buildings they inhabit, are understood to be important foundations to thriving prosperous downtowns. To ensure continued relevance of the downtowns, infill development containing compatible enterprises is supported. Visitors find ample retail and dining prospects, welcoming accommodations, and unmatched outdoor recreational opportunities.

The county continues to widen the spectrum of business and industry, enhanced educational opportunities, and broadened leisure time activities available for a population that is diverse in age, culture, education, and lifestyle. People are afforded the facilities needed for healthy lives. Environmentally-sustainable technologies are embraced, and businesses of any size are encouraged to put down roots here, hire local talent, and grow in the rich soil, clean water, beautiful climate, and rural atmosphere of San Benito County.



## Draft 2035 Vision for San Benito County

### Land Use and Community Character

1. Direct new growth towards cities, rural villages, or clustered developments in order to preserve prime farmland, rangeland, protect natural habitats, and reduce the financial, social, and environmental impacts of urban sprawl.
2. Ensure that rural villages include a mix of residential, commercial, employment, park, open space, school, and public land uses in order to create a sense of place by supporting compact, pedestrian accessible, and transit-oriented development.
3. Promote higher residential densities, mixed-use development, and downtown revitalization in existing urban areas.
4. Ensure new development complements and preserves the unique character and beauty of San Benito County.
5. Establish defined boundaries to separate cities and rural villages, using such features as agriculture buffers, greenbelts, open space, and parks.



## Draft 2035 Vision for San Benito County

### Housing

6. Ensure a full range of housing options are available to accommodate residents of all income levels and life situations.
7. Balance housing growth with employment growth in order to provide local, affordable housing choices so people can live and work in the county.

### Agriculture

8. Ensure that agriculture and agriculture-related industries remain the county's largest economic sector by protecting productive agriculture, promoting new and profitable agricultural sectors, and supporting new technologies that increase the efficiency and productivity of commodity farming.
9. Encourage agriculture that is locally-owned, profitable, and attracts related businesses.



## Draft 2035 Vision for San Benito County

### Economic Growth and Prosperity

10. Expand and diversify the local economy by supporting quality businesses, supporting quality jobs for the diverse population, and capitalizing on the county's natural and human resources.
11. Support existing and establish new local business that are based on industries that are innovative, technology-based, and sustainable.
12. Support programs that educate the local workforce on agribusiness concepts, water conservation strategies, high-tech industries, and alternative energy production.
13. Support the county's growing tourism industry.



## Draft 2035 Vision for San Benito County

### Transportation and Infrastructure

14. Locate future growth near existing transportation networks such as the major roadways, State highways, airports, rail corridors, and other major transportation routes.
15. Locate future growth near available water and sewer infrastructure to ensure improvements are economically feasible.
16. Ensure that future growth can be supported by adequate, long-term access to water, sewer, electric, gas, and other utilities.

### Natural Resource Protection

17. Protect natural resources and open space areas from incompatible uses.
18. Preserve the county's environmental quality and diverse natural habitats.

### Health and Sustainability

19. Encourage a healthy living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods, medical services, and public transit.
20. Become a leader in the efficient use of resources, including renewable energy, water, and land.

## Issues and Opportunities

---

## Next Steps

---

## Next Steps

1. Remaining Background Report production
2. Upcoming GPAC meetings



## Remaining Background Report Chapters

- Ch. 7: Public Facilities and Services
- Ch. 8: Natural Resources
- Ch. 9: Scenic Resources
- Ch. 10: Recreation and Cultural Resources
- Ch. 11: Safety
- Ch. 12: Climate Change



## GPAC Meeting Schedule

1. GPAC Meeting #13: July 8
  1. Confirm GPAC Policy Subcommittee input
  2. Review and discuss additional Background Report chapters
  3. Review and discuss Draft Issues and Opportunities Report
2. GPAC Meeting #14: August 26
  1. Confirm Policy Subcommittee input
  2. Conduct an alternatives mapping exercise
  3. Discuss upcoming community workshops





Photo by: Rene Rodriguez

## General Plan Advisory Committee Meeting #12

June 3, 2010 | Board of Supervisors Chambers