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Santa Lucia Chapter of the Sierra Club
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SANTA LUCIAN



**SIERRA
CLUB**
Santa Lucia
Chapter

April 2017
Volume 54 No.4

The official newsletter of the Santa Lucia Chapter of the Sierra Club ~ San Luis Obispo County, California

ON SATURDAY, MAY 6, PUT YOUR DANCING SHOES ON AND JOIN THE SIERRA CLUB IN

DANCING FOR DEMOCRACY



This event is designed to encourage maximum participation by community members, musicians, dancers, drummers, etc. to bring their cultural heritage to the dance hall to share with all.

This won't be "performance"-based. We want to showcase the diversity of cultural heritages represented in SLO County and to have folks join together in celebration of our common humanity.

Bring your dancing shoes and move to the beats that reflect the cultural diversity of our community.

- ◆ Bring a dance or instruments or finger foods from your heritage to share
- ◆ Try out new rhythms
- ◆ DJ's and live music
- ◆ Beer and wine for sale
- ◆ \$10 via *BrownPaperTickets*; \$15.00 at the door.

Kids 12 and under
get in free!
Family & kids dancing
from 7-8 p.m.!

GET YOUR TICKETS NOW:

Go to BrownPaperTickets.com
& type Dancing for Democracy
under "Find an Event."

Odd Fellows Hall, 520 Dana Street, SLO
Saturday, May 6, 7-11 p.m.

For more info or to volunteer (serving, tickets, set up,
clean up) and receive free admission, contact:
karen@karenmerriam.com



Point made SLO Clean Energy's Eric Veium spoke on SLO's renewable energy future at the Sierra Club's community forum.

Marine Sanctuary + SLO's Renewable Energy Future

On March 12, the Chapter held a potluck in SLO Mayor Heidi Harmon's back yard to discuss the synergy between the proposed Chumash Heritage National Marine Sanctuary and a clean energy future

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Night Hikes Are Not the Right Hikes

On March 21, the SLO City Council held a study session on whether to proceed with a proposal to amend the City's Open Space Ordinance to open up natural open space areas to nighttime hiking. After taking public testimony, the Council directed staff to bring the Council specific proposals for extending hours of use beyond sundown at selected natural open space areas.

By Peg Pinard
Mayor of San Luis Obispo,
1992-1994

Every now and then something comes up before the SLO City Council that may sound innocuous, but that actually is a huge policy change for the character of our city. This is one of those times.

Ever since I can remember, residents of this city have made sure that the hillsides stay protected... not just for the views and for the ability to enjoy nature right at our doorsteps but, first and foremost, to have a place for the wildlife that we've always tried to include in our city's footprint. Our rule for the use of Open Space has always been to respect the animals and their habitat, and to make sure that our presence was the least intrusive. As such, hiking was limited to daytime hours when wildlife are pretty much out of sight. They come out mainly at night. And for decades this has worked.

The city council is about to consider changing that. There is a push to open up our wildlife protected habitats for nighttime activities. This is not a small request. It will substantially change the relationship we have with our protected areas. In every survey this city has ever done, the number one goal for residents has been the protection of our wildlife and natural open space reserves. We even distinguished between "Parks" as being for active recreation and natural "Open Space" as specifically designated for wildlife and passive use, to drive home that distinction.

As our population has grown, there is no doubt that there is a demand for more recreation spaces. The responsible way to meet that need is to plan for it when the city is annexing outlying areas. It is irresponsible to keep jamming activities — especially things like night hiking, dirt bike riding and large group events — into our already limited



By Jan Marx
Mayor of San Luis
Obispo, 2010-2016

I oppose any change in City policy to allow hiking in our open space after dark. The prohibition on night time hiking has been in place since the inception of the City open space program and is fundamental to its protection. The City's standards of environmental protection should not be lowered, especially given the stress wildlife and habitat are already undergoing as a result of climate change.

Furthermore, every single dollar of grant, general fund, sales tax, nonprofit and individual donations devoted to protection of the city's greenbelt was invested in reliance on the strong policy that open space is closed to recreation at night and that the night sky would be protected for nocturnal wildlife. I know because I have been personally involved in advocacy for City open space protection since 1988. Has Council communicated with all of these granting agencies and donors regarding this proposed, wrong-headed weakening of City open space protection?

Night time hiking is fundamentally incompatible with protection of wildlife and the natural habitat. As clearly stated in Appendix C to the Conservation and Open Space Element, where uses conflict, the first priority is "Protection of existing wildlife and natural habitat generally." The second priority is "Public access and passive recreation." To allow night time hiking would have negative environmental impacts on wildlife and the habitat, as stated in the staff report. Has there been an EIR?

Why is Council even considering this profound policy change? Apparently, a small special interest group has asked Council to cater to their wish to hike open space at night after work as a higher priority than protection of noc-



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Sanctuary

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for the region.

Attendees heard from SLO Clean Energy's Eric Veium, Santa Lucia Chapter Director Andrew Christie, Nick Andre, Co-Chair of SLO Progressives, Northern Chumash Tribal Council Vice-Chair Violet Cavanaugh, and Monterey Bay National Marine Sanctuary Advisory Council Chair P.J. Web, and Cal Poly biology and energy experts in the audience.

The intersection of the proposed marine sanctuary and renewable energy has evolved over the last three years, and is basically a conjunction of the sanctuary's ability to keep

oil rigs out of the sanctuary area and recent proposals to partially locate a wind farm in the same area. The sanctuary proposal has thus become a nexus for the two things any region needs to do to shift from a fossil fuel economy to a clean energy economy: 1) don't permit additional fossil fuel infrastructure and 2) find ways to bring in clean energy generation (Two days later, the SLO Board of Supervisors provided an object lesson in #1. See facing page.)

The issues of offshore oil and wind in the proposed sanctuary area have become almost equally controversial.

In the first case, this has been due to claims spread by sanctuary opponents asserting the invulnerability of the Central Coast in the event of any future push for offshore drilling, misinformation that required a full-page corrective in *The Tribune* last December (below). In the second case, confusion has arisen due to the fact that a potential wind

farm has never before been proposed for the site of a potential national marine sanctuary.

Speakers cleared up the confusion on both points: Yes, a national marine sanctuary is the only mechanism that provides a permanent ban on new offshore oil and gas development, and no, there is no such prescription against offshore renewable energy projects in the National Marine Sanctuaries Act, and in that regard the National Oceanic and Atmospheric Administration is likely to interpret its mandate as regulatory, not prohibitive — i.e. reviewing

and permitting renewable energy operations in those areas within a sanctuary where they would have minimal or no impact on sanctuary habitat and marine wildlife.

In the lively Q&A that followed, as is always the case when the proposed Chumash Heritage National Marine Sanctuary is discussed in a public forum, the subject of fishing came up. In February, *The Tribune* had printed a letter to the editor claiming that national marine sanctuaries, which do not regulate fishing, could engage in de facto regulation by virtue of

their "influence" and "voices." The letter appeared under the heading: "Sierra Club's sanctuary claims are deceptive."

But the statement that national marine sanctuaries do not regulate fishing is not our "claim." Nor is it a promise, or a "trust" issue. It's a regulatory reality. In straining to deny the obvious reality on the ground (and in the water), sanctuary opponents offer personal anecdotes about the "influence" of national marine sanctuaries, or they strain to conflate the Office of National Marine Sanctuaries with the California Department of Fish and Wildlife (which does regulate fishing), or strain to conflate a comment on a proposed rule by a resource

agency with actual rule-making done by another agency (on which point, Ms. Webb replied "I want government agencies to talk to each other!"), or pretend that there's some future possibility that a federal agency will suddenly start doing something that is not within its purview and which another agency already does. (Our absolute favorite in that last category, from another *Tribune* letter to the editor: "An unknown cannot be a fact if it hasn't happened yet.")

We will continue to correct them, repeatedly and non-deceptively.

For information on what the Chumash Heritage National Marine Sanctuary actually would do, go to chumashsanctuary.com.



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The *Santa Lucian* is published 10 times a year. Articles, environmental information and letters to the editor are welcome. The deadline for each issue is the 13th of the prior month.

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COUNCIL OF CLUB LEADERS

The Executive Committee meets the second Monday of every month at 2:00 p.m. The Conservation Committee meets the second Friday at 1 p.m. at the chapter office, located at 974 Santa Rosa St., San Luis Obispo. All members are welcome to attend.

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Printed by University Graphic Systems Cal Poly, San Luis Obispo. Mailing services courtesy of the Silver Streaks.

We support designation of the Chumash Heritage National Marine Sanctuary

Because only a national marine sanctuary can permanently bar new oil leases and exploration off the Central Coast.

With the coming year and the incoming administration, the threat to California from renewed and intensified offshore oil drilling activity has never been higher. The only way to gain permanent protection from offshore drilling is to designate a national marine sanctuary. This is one of the many benefits the Chumash Heritage National Marine Sanctuary would provide for the Central Coast. Without a sanctuary, our coast will eventually be opened to offshore oil.

What won't protect us from offshore oil exploration, leasing and inevitable spills?

Congress won't save us.

In 2006, Dow Chemical, DuPont, Chevron, Shell, and other corporations bankrolled efforts to overturn the federal offshore drilling moratorium, declared by Congress in 1982 with a requirement that it be renewed every year. Oil companies pushed to expand offshore drilling off the entire US East Coast, West Coast, the Gulf Coast, and the Florida Panhandle...except in national marine sanctuaries. Congress voted down the repeal measure by a vote of 217-203.

In 2008, the federal offshore moratorium was allowed to expire. Ever since then, outside of the areas encompassed by national marine sanctuaries, the fate of the California coast has been subject to five-year plans and political whims — who has the majority, which entity can spend the most money to pass or defeat a bill or a ballot initiative.

Every form of federal protection against offshore drilling is subject to political winds of fate...except a national marine sanctuary.

Sacramento won't save us.

In 2014, the state legislature tried to pass a bill that would have banned offshore oil drilling in state waters off Santa Barbara via oil rigs located in federal waters. Senate Bill 1096 was killed in the state assembly by oil industry lobbyists. After the vote, the *L.A. Times* reported "Lawmakers who spoke in opposition said they saw no need to change current procedures." Nine months later, the Refugio oil spill dumped 20,000 gallons of offshore oil into the waters off Santa Barbara and Ventura. Three months later, Senate Bill 788, attempting to close the same loophole, died in committee.

"Measure A" won't save us.

In the early 80's, a number of California coastal counties passed ballot measures that affect the siting of onshore facilities for offshore drilling operations. San Luis Obispo's Measure A, like most of the other local measures, requires a 2/3 vote of the people to approve a proposed onshore facility, but does nothing to prevent production from leases granted in federal waters, where counties have no authority. An oil company making an oil discovery off the Central Coast can merely pipe any oil or gas it produces a little farther south to utilize existing onshore infrastructure (like the pipeline that ruptured on Refugio Beach).

The California Coastal Commission won't save us.

In 1982, Governor Brown, the Coastal Commission and several other state agencies, seeking to protect the state by blocking sales of leases to drill for oil and gas off the coast of California, took Interior Secretary James Watt to the Supreme Court and lost. The Court ruled that the act of leasing oil tracts was a paper transaction and therefore not subject to the "federal consistency" provision within the Coastal Commission's jurisdiction.

You can protect the Central Coast from offshore drilling forever.

There are 14 oil fields off the coast between Morro Bay and Point Conception. There were two oil lease tracts at the north end of the proposed Channel Islands National Marine Sanctuary when sanctuary designation was first contemplated there in 1980. The decision was made to include the lease areas in the sanctuary.

Within a decade, the tracts were abandoned by the oil company. They were never developed because they were inside a national marine sanctuary.

"We're going to have to rely more on our state government, our local governments and just plain citizen involvement... otherwise any part of the California coast that's not in a marine sanctuary today is toast."

- "The Trump victory, the threat to California's greatest natural resource, and the new urgency for a strong Coastal Commission," *L.A. Times*, December 1, 2016.


The White House declined to comment on [Governor] Brown's request to make the ban permanent... Brown said he didn't know if Trump would have authority to overturn a permanent prohibition.

- "Brown requests permanent ban on offshore drilling," Associated Press, Dec. 14, 2016.

Sign the petition:

tinyurl.com/CHNMSpetition







Let This be the End of the Line

Take heart in this fact: Even in these dark and perilous times, and with a reactionary majority on the SLO County board of supervisors, all the money and power in the world can't push a bad project through if the people are against it and organize to oppose it.



Phillips 66's oil trains project at the terminal

On March 14, the San Luis Obispo Board of Supervisors voted to reject Phillips 66's proposed oil train offloading terminal. The project was denied with a 3-1 vote, with one supervisor recusing himself due to a conflict of interest.

As we go to press, Phillips still has time to file an appeal to the California Coastal Commission. Whether it does or not, March 14 was the moment when San Luis Obispo County succeeded in taking the fork in the road away from fossil fuels and toward a clean energy economy. We are living in an era that requires vigilance against the normalization of terrible ideas and disastrous policies. Under overwhelming public pressure, our county has shown that it understands that building a terminal for tar sands crude oil on the Nipomo Mesa and transporting 7 million gallons a week of the world's dirtiest fuel into the county by rail is a bad idea.



It's time for America to get smart about energy and be less dependent on dwindling oil reserves. We need to increase our use of clean, renewable energy sources like wind and solar power.

Add your voice to protect the planet. Join the Sierra Club today.

Join today and receive a FREE Sierra Club Weekender Bag!



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Explore, enjoy and protect the planet

Phillips 66 had appealed the San Luis Obispo County Planning Commission decision to reject their project last October, after a nearly three-year review process. More than 34,000 Californians opposed the project in comments and petitions, and more than 45 cities, counties, and school boards sent letters urging the County to deny the crude-by-rail proposal.

Longtime conservative industry-booster Supervisor Lynn Compton, in whose district the Phillips 66 refinery sits, was the third vote for denial. Her opposition was long thought to be unlikely. For months prior, her favorite dodge when pressed on the issue had been to claim that she was only hearing opposition to the project from the immediate neighbors of the refinery (i.e. NIMBYs standing in the way of progress) and people outside her district or the county (i.e. not her constituents).

The week before the Board meeting, the Sierra Club sent an action alert to Compton's constituents that elicited more than 100 emails in her In box asking her to deny the project.

On March 14, Compton announced she had changed her mind on the project.

Supervisor Debbie Arnold, the lone vote in favor, likely miscalculated. This is one of those issues with the potential to transcend the famously short memories of voters. Any challenger running against Arnold three years hence need only say "Hey, remember that 2017 oil train project that was overwhelmingly rejected by the board of supervisors, the



Splitting the difference Lynn Compton (left) voted to deny the project, knowing that a year out from her reelection campaign, constituents wouldn't forget a "yes" vote. Three years from reelection, Debbie Arnold's "yes" vote played to her base. (See below.)

To victory Rep. Salud Carbajal rallied the crowd outside the Phillips 66 Board of Supervisors hearing.

planning commission, and damn near every city council and school district the length of the state because of unacceptable harm to their citizens and environment and economies? Guess who was the only supervisor who voted for it, because she thought it had something to do with the price of gasoline, which it didn't." And just repeat variations of that all the way to the election.

The Board of Supervisors' denial was the second community victory in less than a week, after a Superior Court judge ruled that Phillips' legal challenge to the Planning Commission's denial was premature.

If built, the Phillips 66 oil trains terminal would have allowed more than 7 million gallons of crude oil to be shipped via rail to its local refinery each week, and made it possible for Phillips 66 to refine volatile and carbon-intensive tar sands crude from

Canada. Tar sands crude, when prepared for transport, is thinned with an unstable blend of chemicals that have been known to explode in derailment incidents, which have become increasingly frequent in recent years. Trains servicing the Phillips 66 project would have traveled from the north and south through hundreds of major California cities and smaller communities, including Los Angeles, Sacramento, Davis, Berkeley, Oakland, and San Jose. The trains also would have jeopardized numerous ecologically sensitive areas including the Bay Area and the Central Coast.

"I am so glad to see the Supervisors stand with the people in this community and beyond by denying this dangerous,

LAST STOP continued on page 5

Why It All Came Down to ESHA

As we predicted a year ago, while still early in the County Planning Commission's review of the proposed Phillips 66 Nipomo oil train terminal, the oil company eventually put virtually all its eggs in one basket: the attempt to deny that the site of the proposed project is Environmentally Sensitive Habitat Area (ESHA). (See "The End Game for Phillips 66," March 2016).

That effort subsequently became the main focus of both its failed lawsuit and appeal to the Board of Supervisors.

Phillips' eight-ball-in-the-corner-pocket legal strategy wasn't hard to discern: Strike down the ESHA designation for the rail spur site -- the project's biggest, unmitigatable on-site impact -- then wield the doctrine of federal preemption to nullify the County's ability to even consider up-rail off-site impacts, then exploit wiggle room and come close enough with mitigations for all other impacts where wiggle room could be found, and presto: A project with environmental impacts that have all been mitigated to the maximum extent practicable. Permit approved.

But there is no wiggle room for non-coastal dependent development proposed for a site that is found to be ESHA. If that determination stood, everything else would be moot.

At the board appeal hearing, Phillips 66 lawyer Paul Beard tenaciously argued that the site had not been designated as unmapped ESHA at the time the company applied for its permit, that the ESHA determination was made at "the eleventh hour," etc.

All his arguments were for naught, as Coastal Commission staff pointed out in a March 10 letter to the supervisors. Commission staff demolished the oil company's argument that it had no idea there were sensitive species on site before it proceeded with "investing years and millions of dollars on a development proposal" and therefore the ESHA designation

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Come Off It, COLAB

by Andrew Christie, Chapter Director

Having struck out at the SLO County Planning Commission, Superior Court and the County Board of Supervisors, Phillips 66 now contemplates its thrice-denied oil train terminal project and faces a question: Should it go for a fourth strike?

It will, if it takes legal advice from Mike Brown, Government Affairs Director of the Coalition of Labor, Agriculture and Business (COLAB). That advice was on offer in a March 17 post to *Cal Coast News* with the hopeful title "Did the county help a future Phillips 66 appeal?" (which you should read first and then come back here, dear reader, as the following is going to assume familiarity with Mr. Brown's arguments, which I will not be restating *in toto*.)

Unfortunately for Mr. Brown, and even more unfortunately for Phillips 66 should it decide to burn more of its shareholders' money by trying to construct a legal case based on Mr. Brown's assertions of fact, judges rely on the administrative record in trying such cases, and nowhere in the record is there anything to be found supporting the assertion that Supervisor Bruce Gibson stated or implied that "the project must have no risk whatsoever."

Nor does the record support Mr. Brown's contention that potentially impacted locations up-rail from the refinery project site that the Board considered are in "Boise, or in the boondocks of the Nevada desert." As the record shows, the other impacts under consideration would have occurred elsewhere in SLO County and the state of California, impacts which the board not only could take into account but was required to by the California Environmental Quality Act, per the state Attorney General. The "considerable back and forth over this issue" that Mr. Brown notes is

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Did the county help a future Phillips 66 appeal?
 March 17, 2017

By MICHAEL F. BROWN

The San Luis Obispo County Board of Supervisor's reasons for denying the Phillips 66 permit will provide fertile ground for a reversal of that denial in the Superior Court.

Last Tuesday the Board of Supervisors denied the Phillips 66 Nipomo refinery a permit to allow the unloading of more tank cars on a vote of 3-1. The refinery needs alternative sources of crude oil because local California supplies are declining. Supervisors Lynn Compton, Bruce Gibson, and Adam Hill voted to deny the permit. Supervisor Debbie Arnold voted to approve the permit; and Supervisor John Peschberg could not vote or be present because prior to his election to the board, his consulting firm had worked for Phillips.

There was over 200 public speakers, out of which about five in support of the project.

Mike Brown

In contrast to all the rhetoric, Supervisor Bruce Gibson distilled the essence of the question when summarizing his reasons to vote to kill the permit application. He acknowledged that some proponents (and the county's environmental impact report) had provided statistical information that the chances of a catastrophic incident resulting in a fire and/or explosion somewhere along the national train routes in SLO County were extremely small. Nevertheless, he said that in his mind, even though statistical chances of such an incident occurring are very rare, the consequences of a serious incident are so disastrous that the proposed project must be rejected.

Gibson went on to equate the situation with a nuclear plant disaster and stated that nuclear plants are much more safety oriented than railroads, thus further attempting to justify his

The last oil bender Phillips 66 would be well advised not to take COLAB's advice.



The First Polluters

"Those who cannot remember the past are condemned to repeat it."
George Santayana

Arena Addiction

by Vicki León

In 55 BC, the Roman general nicknamed "Pompey the Great" threw lavish games in which 600 lions and leopards were destroyed in a five-day extravaganza. When his arch-rival, Julius Caesar, became dictator, his animal shows included 400 lions meeting their deaths, combats between wild elephants and armed infantry, and the first giraffes ever seen in Italy.

This bloodshed was minor league, however, compared to the wild beast carnage provided by competitive Roman Emperors from Octavian onwards. When the Coliseum opened in 80 AD, 9,000 wild animals, mostly larger species, were slaughtered in a 100-day spectacle.

Twenty years later, Emperor Trajan celebrated his war triumphs by displaying 11,000 beasts, including tigers, hippos, rhinos, bears, and buffalos, before having gladiators kill them, one by one, in ingenious ways.

Countless books, films, and TV series have minutely examined ancient Rome's five centuries of rule around the Mediterranean—and yet wildlife destruction, Rome's cruelest eco-catastrophe, has been largely overlooked. If, like me, you're a Sierra Club-supporting, Audubon card-carrying, Citizens Climate Lobby sort of person, this topic cries out for coverage.

Why are we so ill-informed? Mainly because inaccurate gladiator flicks and blood-and-sandals TV series have hopelessly muddied the waters. They've given us erroneous, fanciful ideas about Roman spectacles, from gladiators to animal shows. And even less of a clue about the scope of their environmental mayhem.

There are several keys to understanding what the Romans did, and why. Their public spectacles had different goals—which were often combined. Some were religious ceremonies to honor the dead or to cleanse the city of pollution. Some events sought to punish wrongdoers in a public setting. Others were entertainment, often to celebrate a ruler's victories or achievements. To meet these competing needs, Romans created multipurpose venues that could handle and

meld a variety of spectacles.

The earliest venue: Circus Maximus, which in 329 BC took permanent form as a horse racing track. A huge ellipse, it had seating for 250,000 fans, who were protected by a water barrier and supplied with vendors hawking food, lucky charms, and hookers. The everyday Roman's favorite, the circus (from the word 'circuit') offered free entrance for everyone, including slaves. Gambling was encouraged. Unlike gladiatorial events, men and women could sit together. Best of all, horse races were held nearly every week throughout the year. After a full day (as many as 24

U.S. Army chaplains inspecting the ruins of a Roman arena.



U.S. Army chaplains inspecting the ruins of a Roman arena.

racers) of rooting for charioteers, the crowds heading home received free sportulae, an early version of the goodie bag. This is where the "bread and circuses" cliché got its start.

In addition, the Circus Maximus piggybacked other events into its racing programs, such as wild animal venatio or hunts. Some were simple parades of exotic beasts, allowing Romans to see the carnivores of Africa and the Middle East. The exquisite gazelles and other 4-footed ungulates. The hippo, the rhino, the lovable pachyderms. The program might include gladiator matches or man versus beast events.



Unlike us, Romans were very unsentimental about animals—if they weren't edible or producing something useful, they did not matter greatly. Like us, the Romans, fans and rulers alike, craved novelty. Although the racetrack never lost its appeal, when the next New Thing in spectacles came along, it was an immediate hit. And an even more rapidly duplicated phenomenon.

In Rome's early days, gladiator events had begun as simple funeral rites to honor a dead leader: a ritualistic one-on-one battle between two armed men. At first, matches were held in temporary locales, on blocked-off streets or thrown-together wooden rings with scant room for spectators. As time marched on, the simple funeral ceremony morphed into something bigger, bolder, and bloodier. It became a spectacle to impress the public as well as honor the dead.

After the Coliseum amphitheatre in Rome opened, with its tiers of 50,000 seats surrounding a large circle of sand called the arena, entertainment possibilities exploded. The sky's the limit, rulers marveled.

When one-on-one duels between human gladiators became ho-hum, novelty was soon introduced. Gorefests using wild animals. Man fighting lion. Lion versus bears. A series of hunters chasing a group of giraffes to their bloody deaths. The arena also made a spectacular public execution venue. Condemned



The Amphitheater of El Jem, Tunisia. Capacity 35,000.

criminals got killed by wild beasts—although bears were about the only reliable executioners.

The excitement over the Coliseum traveled fast. Locales from one side of the Roman Empire to the other soon clamored to have their own arenas. By 215 AD, hundreds had been built. Even today, you, too, can visit 230 amphitheatres still standing from Croatia to England, from Spain to Tunisia. Believe it or not, there were six --count'em, six!-- arenas in Switzerland.

Statistics of these centuries-long animal slayings are stunning. Although incomplete, what re-

mains from the records of officials and boastful emperors is clear.

To accomplish all this mayhem took a vast amount of manpower, machinery, ships, and infrastructure.

It was paid for by emperors and other deep-pocketed individuals, who spent huge sums to hold wild animal fights and days-long spec-

traditional enemies were all fatal.

Animals such as the elephant that were desirable for long-term use were trained via starvation, which also led to many unplanned deaths.

Another data point: most of the carnivores (with the exception of bears), no matter how hungry or vicious they became, would seldom attack humans. Not even shackled humans. Thus in the arena, hunters often resorted to whips, chains, fire, and other methods to arouse the beasts and give the audience a show.

Since I know you're curious: wild critters did a poor job of killing Christians in the arena. Invariably, human swordsmen had to step in. There is no legitimate proof of Christians being thrown to the lions, much less being devoured (or saved) by them, either. The Androcles tale, while charming, was a third-hand folktale. We do have genuine evidence from a Christian martyr named Perpetua about the reluctance of

wild animals to attack. (She and others had to be dispatched by a human swordsman.)

Besides the sickening carnage and gratuitous cruelty that Romans inflicted on animal species, the lands they came from suffered immensely as well. For centuries, many thousands of predators and mammals

large and small were systematically eradicated from their native ecosystems. Thus one more reason why great expanses of North Africa and the Middle East are desolate shadows of their former selves.

Thanks to our media emphasis on human drama, we've repeatedly "seen" the appalling deaths of gladiators in those long-ago arenas, along with martyrs and other unfortunates. But we've yet to become aware of even larger losses. To feel regret and sorrow over the equally callous wild slaughter. To make amends to those same wild creatures that somehow, have miraculously survived into our precarious time.



Are you not entertained? Mosaic, Great Palace, Istanbul. Inset, mosaic detail, Museum of Sousse.

Keystone XL: It Ain't Over

In January 2017, just days after taking office, the Trump Administration issued an executive action expediting the Keystone XL pipeline. But Keystone XL will still require state-level approval from the Nebraska PSC and by other federal agencies.

The Sierra Club Nebraska Chapter has joined partner organizations and landowners to apply to become an intervenor in the Nebraska Public Service Commission's review of the proposed pipeline. We will be there fighting to block this dirty and dangerous project.

We will be sharing with SLO Sierra Clubbers opportunities to send comments to the Nebraska PSC against the project and more details about how you can help stop the Keystone XL pipeline.

We got this project rejected once, and we can do it again. Thank you for standing with us against Keystone XL.



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ESHA
continued from page 3

should be nullified because the County hadn't made it at the time Phillips filed its permit application.

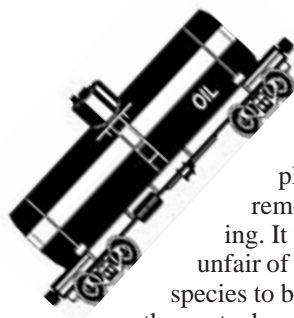
This is an approach to land use policy as a frozen snapshot in time, equivalent to shouting "king's x!" in a game of tag, and about as sophisticated. Coastal staff pointed out that Phillips was "provided with an early and accurate warning by the County of the site's constraints and limitations," and "information about the existence of ESHA on its property was provided to Phillips 66 before its application was accepted.... Phillips 66 nevertheless made the decision to move forward in pursuit of its project despite this information."

The 22-page report that staff prepared for the supervisors concluded "There are insufficient specific, overriding economic, legal, social, technological or other benefits of the project that outweigh the significant effects on the environment."

Tellingly, the first four pages of the report were devoted to explaining, in painstaking detail, why the proposed site of the rail spur is Environmentally Sensitive Habitat Area and refuting the oil company's arguments to the contrary. There was good reason for such intense focus on this issue.

The Local Coastal Plan, the section of the County's land use ordinance that ensures compliance with the California Coastal Act, states that new development within or adjacent to locations of environmentally sensitive habitats shall not significantly disrupt the resource. The oil train terminal would have had a significant and disruptive impact on the habitat of rare and sensitive species of animals and vegetation – i.e. ESHA meant game over for the oil train terminal project, even if Phillips could have lawyered its way past the General Plan, the issues of spills, fires and explosions, and somehow finessed the air quality and climate change issues its project presented.

ESHA set Supervisor Lynn Compton's hair on fire. She grasped the crushing air pollution burden the project represented but preferred the frozen snapshot/last-tag version of ESHA, and begged County



Counsel if they could please, please remove that finding. It was just unfair of sensitive species to be living on the spot where an oil company wanted to build a rail spur for oil trains.

The answer from staff was a gentle "bad idea" in terms of ignoring a major coastal land use policy in a legally defensible finding by the County. Compton threw in the towel and joined in the 3-1 vote to deny the appeal and the project.

Activism works

The heavily criticized original draft of the Environmental Impact Report (see "Oil Train Hits a Bump," April 2014) resulted in an EIR do-over in 2015.

ESHA set Supervisor Compton's hair on fire.

It was then that it was determined that the rail spur project area "contains sensitive plant and animal species needing protection" and is therefore ESHA.

That the formal determination of ESHA occurred later as part of the public review process underscores the point of public review: information is brought forward, informing the process and the ability of decision makers to make a decision.

Coastal staff pointed out that Phillips' claim that the County could only make a final determination of ESHA just prior the submission of its application "would have allowed virtually no opportunity for the public, interested parties, and stakeholders to provide additional information to aid in the County planning staff's review, would have unreasonably bound staff to only consider the information provided by the applicant, and may inappropriately bias the outcome of the determination. Such a process would be at odds with the intention and our implementation of the Coastal Act."

The County staff report noted that "This additional survey work [determining the existence of ESHA] was done to address comments received on the Revised Public Draft EIR" pressing the County to correct deficiencies in the document.

The two take-away lessons:

1. Thank you, California Coastal Act.
2. Activism works.



It's a conspiracy! COLAB has its work cut out for it in bringing to book all the "anti-industrial and anti-fossil fuel radicals" who opposed the Phillips 66 oil train terminal.

COLAB
continued from page 3

the result of Mr. Brown and oil companies with oil train projects slated for California wishing it were otherwise.

Even so, the board did not "largely [deny] the project on the basis of a potential problem which might occur in another jurisdiction." Mr. Brown's assertion that most of the findings of the project's significant impacts would have occurred "in unspecified up track locations and off the project site" omits the fact that of the county's 35 findings for denial of the permit, every single one was a finding of incompatibility with or violation of the County's local policies on air quality, land use, growth, safety, biological resources and energy facilities – aka, the SLO County General Plan, Coastal Zone Land Use Ordinance, Local Coastal Plan, Coastal Zone Framework for Planning, and South County Coastal Area Plan.

On the claim that the County was allegedly illegally prohibited from denying the permit based on up-rail, offsite impacts, Phillips was hoist on its

own petard. The County's findings for denial stated at several points:

"As the Applicant has stated, the County would not be able to mitigate or require conditions upon the project which would ensure the safety for citizens along the mainline rail routes, including the portions within the County, due to the County likely being preempted from requiring these types of measures.... The County would not be able to ensure the safety of the residents of the County, or the state, as a result of the additional probability of a derailment, spill, fire or explosion because of the proposed project."

In other words, the County did not deny the project on the basis of the project's up-rail impacts. Rather, they included within a long list of local impacts and local land use policy violations the County's inability — due to federal preemption — to do anything to mitigate those impacts when they occurred outside the immediate vicinity of the Phillips refinery.

That "as the Applicant has stated" intro was just to let Phillips know that their insistence on federal preemption was an exploding cigar that blew up in its face.

As is his wont, Mr. Brown spent half of his piece settling into COLAB's comfort zone: painting pictures of elitists who drive Mercedes and vacation in Cabo despite their prejudice against fossil fuels. He also railed against "a massive statewide opposition movement, undergirded by anti-industrial and anti-fossil fuel radicals" (i.e. we beat COLAB and the massive — and massively funded — network of oil lobbyists, lawyers and friendly electeds it counts on to win these fights. Sorry, Mike, was that rude of us?)

A judge is likely to be equally unmoved by 1) a general argument that seeks to invoke class war against elitists as a way to overrule a specific decision on the merits of a specific project, and 2) the idea that "a massive statewide movement" was sitting on the dais of the SLO County Board of Supervisors on March 14 and voted 3-1 to deny Phil-

lips 66 its permit.

And as Casey Stengel put it, "it only takes one to hit it" – not 35. The County had sufficient grounds to deny the project on the basis of any one of those 35 findings for denial. Were Phillips to sue – again – winning in court would require that a judge go down that list of all the findings supporting denial and throw out every single one of them.

The likelihood of that is dealt with nicely by Mr. Brown in perhaps the only paragraph in his piece that is absolutely correct:

"Often courts are reluctant to invade the province of the legislative acts of government enacting land use regulations and will not do so unless they find that the proceedings contained legal process violations or blatant factual errors, or were based on unreasonable standards or imposition of unreasonable requirements.... The test will be: Was the decision supported by the evidence, and is the evidence supported by the facts?"

In a word: Yes.



They won The denial of the Phillips 66 project meant the continuation of environmentally sensitive habitat on the Nipomo Mesa for the burrowing owl, coast horned lizard and coastal sage scrub.

Last Stop
continued from page 3

dirty and detrimental project," said SLO Mayor Heidi Harmon. "The San Luis Obispo City Council

has had a consistent stance against this project and for the renewable energy future we need."

It was an honor and a privilege for the Sierra Club to work in coalition with multiple public interest groups in bringing about the outcome at the Board of Supervisors. Immediately afterward, our colleagues released the following statements:

"This is a huge win for public safety, health and California's environment," said Valerie Love, Clean Energy Campaigner with the Center for Biological Diversity. "It's really gratifying to know that the board of supervisors listened to those who spoke out against this project – everyday Californians from all walks of life as well as more than 45 cities, counties and school boards. Hopefully this spells the end to this reckless plan. Our communities will be safer and our air will be cleaner because of it."

"This is a tremendous victory for the people of San Luis Obispo County and communities across

To the thousands of supporters who fought the fight directly and indirectly, who wrote letters to the editor, sent an avalanche of emails to government officials, who showed up at rallies and attended the hearings that seemed to never end — your efforts counted! United, we can protect our families, our homes and our communities.

- Mesa Refinery Watch Group

California," said Ethan Buckner, Senior Organizer with Stand.earth. "The voices of thousands of California residents and dozens of cities, counties, and school boards have been heard: there is no place for oil trains in California's communities. Now, we can focus our attention towards building the clean energy economy in San Luis Obispo and beyond."

"This is a victory for people power over corporate power," said Andres Soto of Communities for a Better Environment. "Californians around the state have rejected these dangerous bomb train projects using local authority to defeat Big Oil's greedy plans."

"We applaud the San Luis Obispo County Board of Supervisors for considering all the evidence, listening to concerned citizens throughout the State, and denying this dangerous project," said Linda Krop, Chief Counsel for the Environmental Defense Center, whose attorneys represented Sierra Club, Communities for a Better Environment, the Center for Biological Diversity, Stand.earth and Surfrider Foundation throughout the hearings and in our intervention in Phillips' lawsuit against the County. "The Board's action was the right decision and the only possible decision if the goal is to keep our communities and environment safe."

April 29: March for Climate, Jobs and Justice

Hundreds of thousands of people will be in the streets of Washington D.C. and cities across the country and around the world on April 29 as part of the People's Climate March.

If you can't make it to D.C., come to the sister march in Santa Barbara along with the Los Padres and Santa Lucia



Chapters of the Sierra Club, SLO Surfrider, SLO Progressives, Northern Chumash Tribal Council and many others to push back against the Trump agenda and take a stand

against more oil development off the Central Coast.

Marchers will converge on the Santa Barbara City College La Playa Stadium at 100 Loma Alta Drive for the noon march, an easy route from the stadium to the beach. Sierra Club members will be gathering around the scoreboard starting at 11 a.m.

Car pooling is encouraged. For more information go to peoplesclimate.org/sister-marches. Click on the Santa Barbara march and sign up to get on the discussion board to offer or request a ride from your area.



We'll be there Look for the Sierra Club table next to the scoreboard at the SBCC stadium, next to the parking lot.

Marx

continued from page 1

tural wildlife. Apparently, this group feels entitled to have what they want when they want it, despite the destructive environmental consequences and objections of property owners who do not want strangers wandering near their homes at night. Apparently, this group does not care if night rescues would increase due to night hiking.

Also in Appendix C: "Any encroachment of a private use onto the City's land must benefit the City's ownership and management objectives...." What would make Council even consider giving this group this special privilege to encroach on open space at night, over the wishes of the majority of city residents, who value our long standing strong protections for open space?

There are so many alternate ways to exercise after work, none of which undermine the integrity of our open space protection. Why should this group get special treatment? To cater to their wishes would set a dangerous precedent for other groups wanting to violate open space policy. What's next? Night time trail biking? Hunting in open space?

Councils since the 1990's have been progressively more protective of our city's open space. Does this Council want to be the first one to lower the level of protection?

I urge the Council to stand up for open space protection and reject the proposal to allowing hiking at night.

Pinard

continued from page 1

natural open spaces.

Nighttime hiking and mountain bike riding on those peaks are very dangerous. The City has been taking the easy way out and just trying to cram everything into what few resources we already had in the city instead of doing the necessary planning for the added needs in the new annexed areas. You can only shove so much into a limited space before you destroy it for everyone.

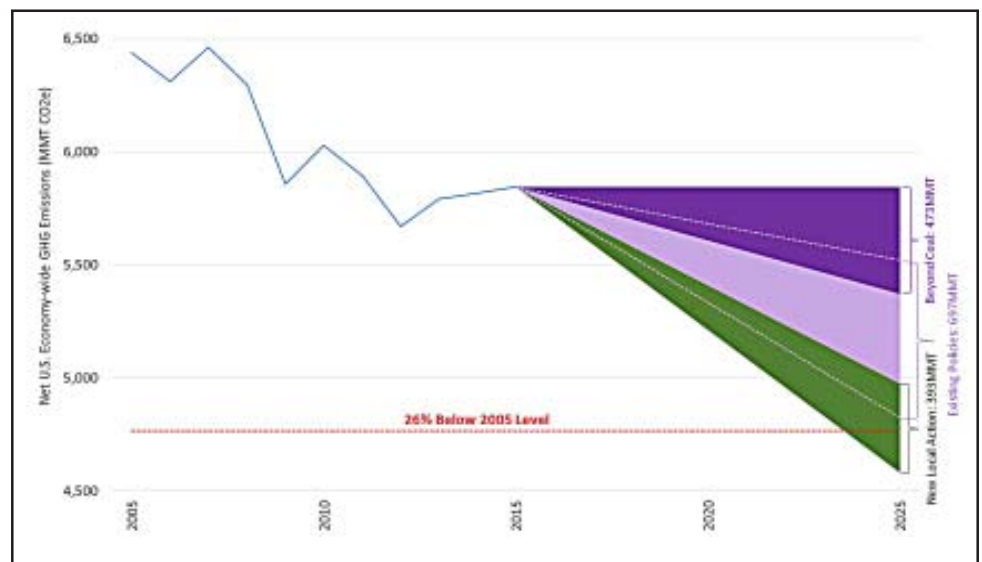
Please show your support for keeping the city's nature reserves primarily for nature. Right now, daytime hiking is allowed as a passive use — and then only to the point where it doesn't disturb the ability for wildlife to live there. Like I said, this is the relationship we've had for decades and it's held up pretty well. But all that is about to change if the city starts allowing more aggressive use of the reserves. SLO residents, please sign the petition at the URL below (470 signatures at press time) to let the Council know how you feel about this, and pass it on to others you know.

At some point we have to realize that we live in an ecosystem and it's not all about us. We need to be asking how our actions affect the land and the animals. You know: "others"!

Pathway to Paris

from Compass, March 8, 2017

By Mary Anne Hitt and Bruce Nilles, Sierra Club Beyond Coal campaign



The Trump Administration has made no secret of their intent to roll back the Clean Power Plan, the centerpiece of the climate commitment the US made at the 2015 Paris climate summit. The Clean Power Plan will save lives by slashing dangerous carbon pollution, and Trump's expected attack on it is yet another effort to boost the profits of his corporate polluter pals at the expense of the health of our families. However, it turns out that the Clean Power Plan is but one building block to meeting our Paris commitment. New analysis, just completed by the Sierra Club, shows that action at the local and state level - by towns, cities, businesses, and state governments - are also critical parts of slashing carbon pollution and meeting our Paris commitment.

This analysis shows that upwards of 60 percent of the reductions needed to meet the Paris commitment can be met through action by local residents, elected officials, and business leaders to replace aging coal-fired power plants with clean energy, secure large investments in

energy efficiency, and stop the rush to natural gas. In addition, there are huge opportunities to build on existing actions by businesses and local governments to further accelerate US progress away from fossil fuels and towards an economy powered by 100 percent clean energy.

This analysis underscores how we can build on the success of the nationwide move away from coal and continue to make record investments in clean energy, like wind and solar. In the past seven years action by the Sierra Club, in partnership with Bloomberg Philanthropies and over a hundred allied organizations, has secured the retirement of 248 coal plants nationwide, almost half of the US coal plants that were operating in 2010. Last year the US investment in wind and solar reached a new peak, with clean energy becoming the number one source of new electricity generation, beating out natural gas and nuclear. This is also providing significant new jobs and local tax revenue for communities.

The graph above shows the progress the US has been making between 2005 and 2016, and how three buckets of action can help close the gap to Paris: 1) accelerating the replacement of coal with clean energy, 2) existing policies, and 3) local action by businesses and local elected officials to embrace clean energy and transition away from fossil fuels.

The biggest near-term opportunity is continuing to accelerate the transition from coal to clean energy in the electric sector. Building on the progress of last seven years, we estimate that by 2025 we can retire more than 50 additional coal-fired power plants and more than double the amount of wind and solar installed in the United States. We also need to defend the clean air policies and programs put in place during the Obama Administration, including the Clean Power Plan, the tax credits for wind and solar, and the methane capture standards. Some of the measures are already fully implemented, such as the Mercury and Air Toxics Standard, and cannot be reversed by the new Administration. Others are clearly in the crosshairs of the new

Administration and we plan to use all means available to defend these programs.

We plan to stop rollbacks in the courts. We plan to educate our elected officials about the importance of these programs. And we plan to implement stronger programs at the city and state level to buttress and replace any federal programs that the Trump Administration repeals.

At the state and local level, we will keep building on the huge amount of momentum created by local activists, elected officials and businesses. In response to the new Administration's hostility to clean energy, states are proposing bold clean energy targets and driving demand for renewable energy and efficient cars. Cities nationwide from Salt Lake City, Utah, to Georgetown, Texas, have made commitments to achieve 100 percent clean energy by 2030. Cities like Dallas, Los Angeles, and Boston are looking at ways to prevent major methane leaks within their cities. Local communities are expanding mass transit, bicycle infrastructure, and electric vehicles. Businesses like Apple and Amazon are powering their operations with increasing amounts of wind and solar.

To be clear, existing federal safeguards like the Clean Power Plan are important, and the Sierra Club and our allies, including many states, are fighting to defend them every step of the way. The EPA has estimated that, by 2030, the Clean Power Plan would prevent 150,000 asthma attacks and up to 6,600 premature deaths annually, providing up to \$93 billion of climate and health benefits every year. EPA projects that in 2030 when the plan is fully implemented, electricity bills would be roughly eight percent lower than they would be without the actions in state plans.

In the long run, the federal government can and should be an important partner in solving the climate crisis and providing international leadership. Trump's aggressive and misleading pro-polluter actions only mean residents of heavily polluted states

PARIS continued on page 8



TAKE ACTION
tinyurl.com/NoNightHikes

Volkswagen's Pain, EV's Gain

The silver lining from the diesel emissions rigging scandal is a big boost for electric vehicles in California

In the aftermath of the international scandal that erupted when Volkswagen got caught programming its diesel emission control software to cheat smog checks while touting their grossly polluting cars as "clean diesel" vehicles, Volkswagen Group of America is investing \$800 million over the next ten years on zero emission vehicle (ZEV) infrastructure, education, and access activities to support increased adoption of ZEV technology in California.

Per a consent decree entered by the U.S. District Court for the Northern District of California, "This represents one of the largest commitments of its kind to date, and Volkswagen Group of America is optimistic that ZEV investments at such a scale will make a material difference in adoption of ZEVs in California."

The idea is to make it easier for millions of Californians to charge electric vehicles. Volkswagen will promote the benefits of ZEVs to consumers through public education campaigns via a newly created subsidiary, Electrify America, which will install charging infrastructure (\$120 million), building a Green City to showcase the benefits of ZEVs and promote increased ZEV usage (\$44 million),

conduct public education initiatives (\$20 million), and access initiatives like ride-and-drive events.

First-phase investment will aim to establish a network of 2000-3000 non-proprietary chargers across 400+ individual stations in both community and long-distance highway networks by the summer of 2019.

Volkswagen Group of America and the California Air Resources Board (CARB) will meet bi-annually and Volkswagen will submit an annual report detailing its progress in implementing the California ZEV Investment Plan.

A separate investment of \$1.2 billion outside of California is subject of a National ZEV Investment Plan being submitted to the Environmental Protection Agency.

The Volkswagen ZEV initiative comes amid a rising tide of attempts nationwide to — once again — kill the electric car.

Bills to impose special fees or repeal tax credits are sprouting up in Utah, Colorado, Georgia, Montana, Illinois, Indiana and Kansas, while subsidies for fossil fuel industries continue.

In California, Assembly Bill 1 and Senate Bill 1 are proposing an extra registration charge of \$165 and

\$100 respectively, specific only to zero emission vehicles, which would be paid on top of all other fees and taxes assessed on all vehicles, regardless of fuel type, as the gas taxes that the state relies on for road maintenance decline.

Across the country, such bills are being introduced in state legislatures with the

backing of oil company-funded think tanks and front groups, including the Koch Brothers-funded Americans for Prosperity.


Transportation now emits more carbon than any other sector of the economy. Electric vehicles could cut oil demand by 2 million barrels a day by 2025, according to the Carbon Tracker Initiative.




Classifieds

Next issue deadline is **April 12**. To get a rate sheet or submit your ad and payment, contact: Sierra Club, P.O. Box 15755, San Luis Obispo, CA 93406 or sierraclub8@gmail.com

Support our local chapter



We send out an appeal in March to each of our members, asking for contributions directly to our Chapter. These contributions really do make a difference to us, and are an important part of our Chapter's budget. When you make a donation to the Chapter, you support the Sierra Club's work in your own backyard. You allow us to continue our work to protect wilderness and wildlife, to improve the quality of life in our cities, and to promote the enjoyment of nature. Please be as generous as you are able—remember, these funds directly affect your way of life in your neighborhood.



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Outings and Activities Calendar

Santa Lucia • April 2017

Seller of travel registration information: CST 2087766-40. Registration as a seller of travel does not constitute approval by the State of California.

All our hikes and activities are open to all Club members and the general public. Please bring drinking water to all outings and optionally a lunch. Sturdy footwear is recommended. All phone numbers listed are within area code 805 unless otherwise noted. Pets are generally not allowed. A parent or responsible adult must accompany children under the age of 18. If you have any suggestions for hikes or outdoor activities, questions about the Chapter's outing policies, or would like to be an outings leader, call Outings Chair Joe Morris, 549-0355. For information on a specific outing, please call the listed outing leader.

Sat., Apr. 15th, 8 a.m. Grass Mountain Hike. Come on a steep, strenuous, but adventurous hike of 4.5 miles round-trip, 2,500 ft. gain, for amazing views and wonderful spring wildflowers. We start out in a shady riparian oak woodland, then pass an ancient Chumash fertility site to the top of a grass-covered mountain. Dress in layers, prepare for sun, and bring lots of water. Directions: take Hwy 101 south to Hwy 154, then left on Figueroa Mt. Road before getting to Los Olivos. Drive about 5 miles on Figueroa Mt. Road until you make a hard right and cross a cattle guard. Park in the dirt area immediately after. For more information or carpool arrangements, call Leader: Andrea Ortiz at 264-4527, kenya683@msn.com. Rain or threat of rain cancels.

Sun., Apr. 16th 1 p.m. Irish Hills Exploration Botanist-led plant walk from Madonna Rd. trailhead at the southwest end of Madonna Road to upper reaches of the Irish Hills Open Space. We travel through extensive deposits of serpentine soil with

excesses of magnesium, which inhibits growth of most plant species and produce a uniquely adapted assortment of others, which we will see and identify in bloom, plant lists provided. Hike is 5 miles rt, 700 ft. gain, lasting about 3 hours. Bring water, food, sturdy walking shoes, sunscreen, hat, and layered clothing, as needed. For further information, contact Leader: Bill Waycott, 459-2103 or bill.waycott@gmail.com. Rain cancels.

Sun., Apr. 23rd, 12:30-4 p.m. Harmony Headlands Hike + Otter Research. Come on an easy, mostly flat four-mile rt hike, 100 ft. gain, in Harmony Headlands State Park. We may possibly spot grey whales migrating north as we reach the coast. At the coast, Maggie Jenkins, Cal Poly graduate student researcher, will discuss her work on sea otter foraging and invasive species occupying pier pilings in Morro Bay. Her talk lasts about 20 minutes, so bring a camp chair or beach towel, if desired. Directions: HH State Park entrance is on west side of Hwy 1, 2.8 miles south of Harmony. For carpooling from San Luis Obispo, meet at Santa

Rosa Park promptly at 11:40 a.m., departure 11:45. Parking fee at Harmony Headlands is required and spots are limited, so carpooling is strongly encouraged. For further information, contact Leader: Nan Cole, cole.nancy.j@gmail.com. Asst.: Chuck Tribbey, 441-7597. Dogs and bikes not allowed on trail.

Sat., April 30th, 10 a.m.-12:30 p.m. Juan Bautista de Anza Trail in Atascadero. Come on an easy 2.6 mile, historic hike on a 1776 trail following the sandy shore of the Salinas River. Enjoy a river bordered by oaks, cottonwoods, and sycamores, with great views and wildlife. Directions: take Hwy 101 to Atascadero, exiting on San Ramon/Santa Cruz Rd, then north on El Camino Real past Staples and Spring Hill Suites hotel. Turn right on N. Ferrocarril Ave, then left into De Anza Equestrian Arena parking. Meet at trailhead sign. Leader: Debbie Roller, 610-0458. No dogs please. Rain cancels.


Fri-Mon., May 5th-7th. Bright Star Wilderness Restoration Project. Join us in repairing wilderness

fence burned in the Erskine Fire of 2016. This project will be the beginning of extended fencing across a wildlife corridor route to protect the now vulnerable burned area. For questions or to sign up, contact Leader: Kate Allen, 661-944-4056 or kj.allen96@gmail.com. CNRCC Desert Committee.

Sat., May 6th, 8:30 a.m. Rinconada, Little Falls, and Big Falls. Very strenuous, 14-mile, 2200 ft. gain hike in scenic Lopez Canyon, with middle of the loop on Lopez Canyon Rd. There will be several stream crossings during the two miles of hiking on dirt road, so bring sandals or other footwear to use for wading. Poison oak probably abundant on trail. Hike lasts most of the day. A shorter in-and-out hike is possible, if desired. Bring lunch and lots of water, hat, and sturdy shoes. Meet in front of Pacific Beverage Co. in Santa Margarita for carpooling. Rain or extreme heat will postpone hike to May 20th. For more information, contact Leader: Carlos Diaz-Saavedra, 546-0317.



This is a partial listing of Outings offered by our chapter. Please check the web page www.santalucia.sierraclub.org for the most up-to-date listing of activities.




The Sierra Club Needs You!

Become an Outings Leader

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- Introduce others to nature
- Explore the outdoors
- Make new friends
- Protect the environment
- Get healthy exercise

For further information contact:

Joe Morris, Outings Chair
Sierra Club, Santa Lucia Chapter
(805) 549-0355
djp1942@earthlink.net



John Muir, founder of the Sierra Club, in Yosemite



The view from Black Hill Outings Leader Jan Secord and her group got an eyefull on their March 11 hike.

Paris

continued from page 6

will suffer from dirtier air while missing out on many of the benefits of the fair and just clean energy

economy the Clean Power Plan would help create.

We'll fight Trump in the courts, in the streets, and at the state and local level across the nation, making it

clear that Americans want clean energy and climate progress, and we take our international commitments seriously. And at the same time we will partner with a

growing coalition of Americans from every walk of life, elected officials, and businesses who are not going to stand idly by and

ignore the opportunity of clean energy and the urgency of solving the climate crisis.

For more info on all of the above, contact: treelees@charter.net.

Activities sponsored by other organizations

April 15th – Earth Day at Branch Mill Organic Farm
<http://branchmillorganics.com/earth-day-fair-fundraiser/>.

April 21st – Healthy Soils with Elaine Ingham in Morro Bay. Elaine has a user-friendly approach to understanding soil health that is grounded in years of research into the organisms that make up the soil foodweb. She is internationally known for her work, which provides insights into problems facing many types of growers. CEUs are available. Information and registration at: www.soilfoodwebworkshop.eventbrite.com.

April 22nd – Earth Day & Music Festival at El Chorro Regional Park.
earthdayalliance.com/.

April 25th – SLO Permaculture Guild Quarterly Program at SLO Guild Hall. See the latest on the Rain Garden installation in the parking lot and back lot. 6 p.m. potluck in the garden.

LA COSTA GRILL
Happy Hour
4-6PM
Taco / Corona

\$2.50

EACH

TACO / CORONA

168 Station Way, Arroyo Grande, CA 93420 | (805) 474-8797
(next to Arroyo Grande Post Office) www.costagrill.com

Island Hopping in Channel Islands National Park 2017

May 7-9, June 11-13, July 16-18, August 20-22, September 24-26, October 22-24

Join us for a 3-day, 3-island, live-aboard cruise to California's Channel Islands! Hike wild, wind-swept trails bordered with blazing wildflowers. Kayak rugged coastlines. Snorkel in pristine waters teeming with colorful fish. Swim with frolicking seals and sea lions. Look for unusual sea and land birds. Watch for the highly endangered island fox. Or....just relax at sea! All cruises depart from Santa Barbara. The cost, \$650, includes an assigned bunk, all meals, snacks and beverages plus the services



of a naturalist-docent assigned by the national park to help lead hikes, point out items of interest and give evening program. For more information contact leader: Joan Jones

Holtz; 626-443-0706; jholtzln@aol.com. To make a reservation send a \$100 check, written to Sierra Club, to leader, 11826 The Wye St., El Monte, CA 91732.