

Kerry Brown

From: brent & kayla brown <kaylanbrent@hotmail.com>
Sent: Monday, November 4, 2019 8:07 AM
To: Kerry Brown
Subject: [EXT]LOCAC

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hello,

My husband and I are homeowners in Los Osos, and we are 100% behind any plan to bring sustainable, responsible, affordable housing to Los Osos. While we're at it, perhaps some stable housing units for our homeless population could be worked into the equation? There is a massive field behind our house (might be an issue getting hold of it as it belongs to SLCUSD, but I think humans are more important than softball) that would be perfect for long term housing with enough room to include mental health, addiction and job/life services.

Sincerely,

Kayla Brachear and Brent Brown

Sent from [Mail](#) for Windows 10

Kerry Brown

From: Cheryl Lyon <CherylLyon-47@outlook.com>
Sent: Sunday, November 3, 2019 12:42 PM
To: Kerry Brown
Subject: [EXT]NO vote for Los osos building

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I have lived in Los osos since 1982. There has already been too much building out of Los osos. The traffic conditions are no longer divine... Very congested!
I'm against this proposal to build up more roads and more houses at the morro shores area sight.

They should not build there because we are low on water#1
That area floods when we have a lot of rain#2
loss of a great open space to walk around in#3
Also it could be in native American burial area.
Sincerely Cheryl Lyon

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Kerry Brown

From: johnnan839@gmail.com
Sent: Thursday, November 7, 2019 2:00 PM
To: Kerry Brown
Subject: [EXT]Comments on Community Plan Update

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Kerry:

I live in Los Osos and attended the October 28th meeting presenting the draft Environmental Impact Report on the new Los Osos Community Plan and the Habitat Conservation Plan. I wish to make the following comment part of the record.

“I am writing in support of the provision for new multifamily housing in Los Osos in the new community plan. It is convenient to focus solely on population growth with regard to water supply and other environmental constraints but in my opinion the issue is more nuanced. I haven’t seen hard data, but I suspect that multifamily housing, particularly when each new unit is required to have its own water meter results in less water consumption per capita than single family residential. The same may be true for energy consumption. I support increased affordable multifamily housing because I believe that the people who provide services for the residents of Los Osos deserve the opportunity to live in the community where they work. My wife has Alzheimers and requires 24/7 care. For several years some of those caregivers have commuted from as far as Santa Maria. In my opinion, a community that needs to bring in workers from that far away can’t call itself sustainable. Since then, I have been able to find local caregivers but it is a constant struggle for them to afford the rents in Los Osos. We need a multitude of service providers in Los Osos. The provision for new multifamily housing in the new community plan is a step in the right direction.”

John Colbert

Kerry Brown

From: Matt Pimentel <matt_pim2004@yahoo.com>
Sent: Saturday, November 9, 2019 4:27 PM
To: Kerry Brown
Subject: [EXT]Please no growth

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As for the Los Osos Habitat Conservation Plan and Assessment, I just have a few words. Why do we need any planning at all? Don't we have water shortages and a bunch of endangered things in every possible area of Los Osos. Let's PLEASE not turn this area into a piece of garbage. Let's please let this area be small without jam packed areas that feel icky like Pismo and Morro Bay. Please.

Matt L. Pimentel, RN, Ph.D.
Adjunct Research Faculty
Department of Nursing
University of Missouri-Kansas City
2464 Charlotte Street
Kansas City, MO 64108
(805) 602-0118 (cell)

"Who ever fights monsters should see to it that in the process he does not become a monster. And if you gaze long enough into the abyss, the abyss will gaze back into you."

Friedrich Nietzsche

Kerry Brown

From: Thomas Reynolds <trenoldsme12@gmail.com>
Sent: Tuesday, October 29, 2019 9:09 AM
To: Kerry Brown
Subject: [EXT]Water availability for Los Osos

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Development plans for Los Osos must include future water availability. I think it is very unfair to restrict longtime residents water usage to new development and the water that will be required.



Air Pollution Control District
San Luis Obispo County

Via Email

September 27, 2019

Kerry Brown
San Luis Obispo County Department of Planning & Building
976 Osos Street, Room 300
San Luis Obispo, CA 93408

SUBJECT: APCD Comments Regarding the Los Osos Community Plan - DEIR (LRP2011-00016)

Dear Ms. Brown:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the draft environmental impact report for the Los Osos Community Plan (LOCP). The LOCP functions as a General Plan and Local Coastal Plan guiding future development within the Los Osos community. The LOCP is part of the Estero Area Plan and located within the Estero Planning Area. The LOCP establishes a vision for the future of Los Osos and defines the nature of future development in the Los Osos planning area and provides development standards that in many cases are site-specific. The LOCP is facilitated to a large extent by the recently completed sewer project which has been a prerequisite to growth in Los Osos. At the same time, the County is preparing a communitywide Habitat Conservation Plan (HCP), the permitting requirements of which will potentially affect the nature of future of development in Los Osos. That project is undergoing separate CEQA review, and the applicable prescribed mitigation measures in that effort will be incorporated into the final LOCP as appropriate.

The following are APCD comments that are pertinent to this project.

Section 4.6 Greenhouse Gas Emissions

Impact GHG-1 states that impacts related to GHG emissions from development under the Community Plan are less than significant because they would be less than the GHG threshold of significance from the APCD 2012 *CEQA Air Quality Handbook* (the Handbook) of 4.9 metric tons of carbon dioxide equivalent (MT CO₂E) per service population.

The thresholds of significance in the Handbook were based on a gap analysis and demonstrated consistency with the Global Warming Solutions Act (AB 32) and the California Air Resources Board's (CARB) Climate Change Scoping Plan in order to meet the state's 2020 GHG emissions goals. In 2015, the California Supreme Court issued an

opinion in the *Center for Biological Diversity vs California Department of Fish and Wildlife* (“Newhall Ranch”) which determined that AB 32 based thresholds derived from a gap analysis are invalid for projects with a planning horizon beyond 2020. **The APCD, therefore, does not recommend relying on the GHG thresholds in the Handbook.**

Impact GHG-2 states that the LOCP would not conflict with any local or state plan, policy, or regulation aimed at reducing GHG emissions. This conclusion is again based on the GHG threshold of significance of 4.9 MT CO₂E per service population from the Handbook. The thresholds in the Handbook have not been analyzed for conformity with the 2030 GHG emissions goals codified in SB 32, the 2050 goals of EO S-3-05, nor the 2017 Climate Change Scoping Plan. **The APCD does not recommend relying on the GHG thresholds in the Handbook to show conformity with these state plans and goals.**

The APCD is working to develop GHG impact and mitigation guidance for local projects and plans to demonstrate consistency with state emission reduction targets. Until this guidance is complete, please note that in the Newhall Ranch case, the Supreme Court identified that compliance with a local qualified Climate Action Plan (CAP) is a potentially acceptable method for meeting CEQA requirements. Guidance from the Sacramento Metropolitan Air Quality Management District¹ states:

To meet statutory criteria to allow project-level CEQA tiering and streamlining, the CAP must include a community-wide inventory of GHG emissions, forecasted future emissions, targets for GHG reductions in line with state goals, quantifiable GHG reduction measures, established monitoring procedures, an environmental review, and adoption through a public process (CEQA Guidelines § 15183.5(b)). Plans that meet these requirements are referred to as “qualified” CAPs.

and:

If a jurisdiction does not have a qualified CAP, development projects may have to mitigate GHG emissions from their projects to no-net increase level, which has already been done for larger development projects² and is the most defensible alternative to compliance with a qualified CAP³.

The APCD is beginning to work with local stakeholders to determine the best approach for updating emission inventories as the first step for updating CAPs for local jurisdictions.

Section 4.13.2 Transportation Analysis Methodology

The LOCP uses level of service to determine existing roadway conditions and future impacts. CEQA Guidelines § 15064.3, adopted by the state in December 2018 in response to SB 743 (2013), states that “a project’s effect on automobile delay [level of service] shall not constitute a significant environmental impact” under CEQA, and that “generally, vehicle miles traveled (VMT) is the most

¹ “Climate Action Planning In The Sacramento Metropolitan Air Quality Management District.” Sacramento Metropolitan Air Quality Management District, 24 October 2017, www.airquality.org/ClimateChange/Documents/CAPWhitePaperLogoFinal.pdf.

² Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis. California Department of Fish and Wildlife SCH No. 2000011025, 12 June 2017.

³ “Final White Paper Beyond 2020 And Newhall: A Field Guide To New CEQA Greenhouse Gas Thresholds And Climate Action Plan Targets For California.” Association of Environmental Professionals, 18 October 2016, https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf.

appropriate measure of transportation impacts." Section 15064.3 is to be adopted by lead agencies no later than July 1, 2020.

The APCD recommends that the LOCP follow San Luis Obispo Council of Governments' pending guidance on transitioning to VMT as specified in their October 2, 2019 board item D-11. Future projects may be able to be identified as consistent with SB 743 using screening criteria or by being 15% below the regional or city VMT per capita average. Projects that cannot be screened out or that are above the average would need mitigation as outlined in the Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA* which can be found at the following website: <http://opr.ca.gov/ceqa/updates/sb-743/>.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at (805) 781-5912.

Sincerely,



VINCE KIRKHUFF
Air Quality Specialist

VJK/jjh

cc: John Rickenbach, John F. Rickenbach Consulting

Kerry Brown

From: Cecile Surbeck <cecilesurbeck@gmail.com>
Sent: Monday, November 18, 2019 5:58 PM
To: Kerry Brown
Subject: [EXT]Comments regarding DEIR

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2040 Fairchild Way
Los Osos, CA 93402

November 18, 2019

John F. Rickenbach Consulting
Attn: John Rickenbach
SLO County Building and Planning Deptment
Attn: Kerry Brown

Re: DEIR proposed zoning, Figure 4-8.1, change from Office/Professional to Commercial Service, located at 1230 Los Olivos Rd., Los Osos, CA

Dear Mr. Rickenbach and Ms. Brown,

As the most immediate neighbors of Sandy Bean's proposed lot development project, we have numerous concerns about the nature of the request to change the zoning from Office/Professional to Commercial Service. To begin with, this zoning change would only exacerbate the conflict already in existence between Ms. Bean and the neighborhood with regard to her desire to use her lot as a construction yard. Section 4.8 of the DEIR, with regard to land use and policy, states: "In no case would these changes divide any established neighborhood, but would instead build on an existing pattern of development." The existing pattern of development currently in place is residential.

(We feel the need to point out here that in studying the two different maps from the EIR Appendices and Analysis (both dated July 2019), there is a lack of clarity and consistency between the two. We don't know which map is correct for zoning. Is the EIR Analysis map correct for the lot on Los Olivos/Fairchild with regard to zoning, or is the map in the EIR Appendices correct?)

Beneath the map in Figure 4-8.2 is written: "Proposed commercial service designation is potentially appropriate and consistent with commercial service in the west. However, potential conflicts could occur with existing and potential multi-family residential use in the east." We take issue with this assessment, both because it inaccurately defines the situation of Ms. Bean's lot, and because it puts the proposed use of her lot into the same category with the existing businesses in the area. In actuality her lot is surrounded on *three* sides, not one (north, south, and east) by single family and multi-family housing, with Fairchild Way separating these homes from any Commercial service businesses to the west, all of which are small and quiet, in keeping with a residential neighborhood like this one. Ms. Bean's lot is

ideally suited for the type of construction already in place, namely residential. It is not suited to commercial services zoning, which would be disruptive and injurious to the existing neighborhood. The most logical place to consider putting a new commercial venture would be to the west of this property. Furthermore, for the lot in question to be zoned commercial, the road it sits on (Fairchild Way) would need to be paved and in good condition. It is neither, nor is it part of a major thoroughfare or likely to ever be, as it runs into a field beyond which sits an expensive single family home on acreage.

To comply with the goal stated in Figure 4-8.1 of "facilitating a more logical and flexible development pattern with community," it would make no sense to zone this lot commercial, rather, as previously stated, it would make far more sense to zone Ms. Bean's lot as residential, so as to be cohesive with the rest of the block, and as Ms. Bean herself requested in 2003 (Apn# 074-293-025.)

Lastly, we would like to point out that Ms. Bean has committed a series of code violations on this lot over the years, one of which remains open and unresolved. This is not the behavior of someone with good intentions who wants to become part of an established, neighborly community.

Thank you for your consideration.

Sincerely,

Cecile Surbeck, Karen Surbeck

Sent from my iPad

[EXT]Concerning the "Proposed Trails and Trail Corridors"

CJ

Craig & Vicky Johnsen <schoonermagic@earthlink.net>

Wed 9/18/2019 10:17 AM

Kerry Brown; 'Yolanda' <ywaddell@kcbx.net> +2 others

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Kerry,

Thanking you for your patience, after re-reading LOCP DEIR Executive Summary's pdf, I was able to locate the appropriate sections addressing the policy concerning Federally Listed Endangered Species (MSS) and the rare plant species of concern, the Morro Manzanita. I agree with Pete Sarafian's concern that parcels less than 20,000 sq.' are not considered important enough to both species.

*** I am also writing you regarding the "pink area" in figure 2-14: Proposed Trails and Trail Corridors: 2-30 (page 127). My concern lies in the fact that more than half of the Elfin Forest is in the pink zone... as opposed to the western third that is green or: "State Parks". That pink area is part of the El Morro Elfin Forest Natural Area, owned by SLO County State Parks. Having all that area designated as "proposed trail corridors" if implemented would adversely affect all the restoration of plants and the protection of the Morro Shoulderband Snail and the Morro Manzanita in that section of the Elfin Forest depending on the proposed types of general public use trails. The Elfin Forest already has trails with symbolic fences to attempt to keep visitors and their dogs off the sensitive areas. ***

Please let me know when the next meeting is,

Many thanks,

Vicky Johnsen

[EXT]Comment on LOCP EIR

Crow White <crowsfeather@gmail.com>

Fri 9/13/2019 2:49 PM

To: Kerry Brown <kbrown@co.slo.ca.us>

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Kerry Brown,

In regard to the Los Osos Community Plan, I support "Alternative 2: No Project". I do not think the limited water resources in/below Los Osos should be used to support (if even possible) additional residents, much less 4,094 residents for a buildout of 18,000 residents total. Instead, to ensure environmental sustainability, Los Osos should remain at its current resident count (13,906) or be reduced below that count.

Thank you for your consideration of m comment.

Regards, Crow White
Los Osos resident

Kerry Brown

From: Deborah Ross <deb@drfilmdesign.com>
Sent: Monday, November 18, 2019 12:40 AM
To: Kerry Brown
Cc: Bruce Gibson
Subject: [EXT]My Comments on Draft EIR!

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

To [Kerry Brown](#)

I have some serious concerns about the proposed EIR and it's impact on the LO Community Plan. However, before I share my thoughts, I must inform you that your email address as shown on the slide in the powerpoint presentation on October 28 was INCORRECT. I believe that is cause for *great concern*, and probably should prompt a delay in receipt of all "comments", as it could be construed as intentional. (See photo of slide below). Dozens of Los Osos residents have been trying to reach you and have probably received "undeliverable" emails in return like I have!
(cc'd: Bruce Gibson)

My comments:

1) As quoted from the current draft EIR:

"With regard to water supply within Los Osos, the Draft EIR for the Los Osos Community Plan (County 2019a) determined impacts to water supply would be potentially significant, but mitigable, because development under the Community Plan would be limited to the sustainable capacity of the Groundwater Basin through the County's Growth Management Ordinance (County Municipal Code Title 26) and additional review standards tied to the Updated Basin Plan for the Los Osos Groundwater Basin (County et al. 2015). Implementation of the water supply mitigation measure from the Draft EIR for the Los Osos Community Plan would satisfy the requirement of the County to provide adequate groundwater supply to the community."

Problem: I simply don't see how the impacts to our general water supply will be "mitigable". Even if development IS limited to what has been predetermined by the County to be sustainable capacity, the assessment it is based upon is way out of date. The realities of climate change and salt water intrusion have severely altered the course of future sustainability projects. The damages will be far greater than previously acknowledged or understood. At this moment in time, we simply don't have the infrastructure (or the money to create it) required to provide water for such a huge population growth spike.

Solution: This needs to be taken into consideration BEFORE **ANY** NEW BUILDING PERMITS ARE CONSIDERED OR GRANTED. We need smart, sustainable, green *development standards in place as guard rails*, before thousands of new units are built and the population of Los Osos expands by more than 1/3 on top of our current population of @15K.

2) As quoted from the current draft EIR:

"CAL FIRE/San Luis Obispo County Fire - Draft Community Wildfire Protection Plan A CWPP serves as a mechanism for community input and identification of areas presenting high fire hazard risk as well as identification of fire hazards potential projects intended to mitigate such risk.

A CWPP must be collaboratively developed with input from interested parties, federal, state, and local agencies managing land within the County, as well as local government representatives. The CWPP for San Luis Obispo County is currently under development and, when complete, would address fire protection planning efforts occurring in the County to minimize wildfire risk to communities, assets, firefighters, and the public. The CWPP presents the County's physical and social characteristics, identifies and evaluates landscape-scale fire hazard variables, utilizes Priority Landscape data sets for evaluating wildfire risk, identifies measures for reducing structural ignitability, and identifies potential fuel reduction projects and techniques for minimizing wildfire risk."

Problem: As I understand it, the most recent CWPP hasn't been updated since 2013. It is in a relatively unfinished state, and wouldn't be useable for our community plan in this state.

(<https://www.wildfirelessons.net/HigherLogic/System/DownloadDocumentFile.ashx?DocumentFileKey=927bc270-5fd8-48ab-aab5-68a1b8c09ca4>). Additionally, many of the abatement tactics it discusses haven't even been undertaken in Los Osos up till this point in time (Wildfire Season 2019-20). There is still no proper fire line around the Urban Wilderness Interface, especially along Highland Ave. where dozens of 4' high piles of wood chips were left behind after a recent clearing of the area by Public Works. Shameful!!

Solution: The CWPP needs to be updated to current climate change predictions, a substantial budget must be created and set aside for this purpose, and the planners and community itself must begin **implementation and enforcement** of all the recommended tactics **BEFORE ANY NEW BUILDING PERMITS ARE CONSIDERED OR GRANTED.**

Thank you for your time!

Sincerely,
Deborah Ross and Robbie Conal
[1347 6th Street,](#)
[Los Osos, CA 93402](#)

Email address is INCORRECT on slide at Oct 28th meeting:

How to Comment

Draft EIR	Draft EA and LOHCP
The Draft EIR is available online at: slocounty.ca.gov/EnvDocs.aspx	The Draft EA and LOHCP are available online: https://www.fws.gov/ventura/docs/LosOsosHCP/LosOsosHCPNewsRelease.html
The Draft EIR public comment period ends: <u>November 19, 2019</u>	The Draft EA and LOHCP public comment period ends: <u>November 18, 2019</u>
Comments can be submitted via e-mail to kbrown@slo.co.ca.us or mail to: Department of Planning & Building ATTN: Los Osos HCP / Kerry Brown 976 Osos Street, Room 300 San Luis Obispo, CA 93408	Comments can be submitted via e-mail to julie_vanderwier@fws.gov or mail to: Stephen P. Henry, Field Supervisor Ventura Fish and Wildlife Office U.S. Fish and Wildlife Service 2493 Portola Road, Suite B Ventura, CA 93003

“Semi-Retirement & Semi-Vacation type community” (Vol II Appendix E (App E) Background info) appears to mischaracterize the community.

This description may be just for relative context and not impact the analysis; it seems to imply commute time traffic may be less relevant to Los Osos. Appreciating the higher cost of coastal living, Los Osos home & rental pricing is generally lower than other similar local coastal locations. This attracts a segment of the employed that must travel further to their work; having a cost of coastal living vs commute time trade off. While only speculation on my part, the largest traffic will be generated from work, and school plus general recreation and shopping trips by locals, not retirees or vacationers.

Introduction and Los Osos Travel Demand Model summary (App E Page 1, 2) do not accurately describe the version of the TDM model used when the EAP was approved. Potential changes intended to improve the accuracy of model the model may have missed some important deficient traffic flow locations. A table with the modelled road segments and enhancing the figures displaying the traffic flow results would enhance understanding.

The 2009 Estero Area Plan (EAP) was approved in January 2009. This analysis refers to a 2010 TDM model update as the reference model for the EAP. The 2009 Circulation Study referred was completed in July 2009, after the EAP was approved. The 2009 Circulation Study, refers to utilizing a TDM model last updated for the November 2002 Estero Plan.

It is difficult to determine the set of Arterial and Collector road segments modelled in each version of the TDM. A master summary table spreadsheet type format of all various road segments being modelled for traffic flow plus the intersections and to the each TDM revision from the version available into the EAP is needed. This may have been a 2007 Transportation study but this is not clear.

It would be very useful to highlight the actual routes and connections that are being modelled on the figures Existing, EAP and Proposed, similar to the Bikeways Figure used draft CP (Figure 5-5) for the model being used in this analysis, For example, based upon the commentary this would exclude the Local designated roads. The maps/figures currently used infer there is full linkage for traffic flow for all County maintained roads.

It is not clear whether the TDM models all Collector streets within Los Osos or only a sample of the roads in each version and, if so, were they the same? Also, regarding intersection modeling, does the TDM model have a sample of Collector-to-Collector and Collector-to-Arterial or is it assumed all such intersections? Changes to included items in the TDM model can cause different results between model versions. For example, Pismo/South Bay was listed in the 2009 Circulation Study and not listed in this 2015 Traffic analysis. App E refers to using a 2010 version TDM model that this 2015 traffic analysis was based; applying new traffic flow data for the existing collection locations as well as expanding the collection locations. Given there have been several Model revisions since the EAP, it is important to understand these details to have confidence the model does provide the best comparison of the alternatives being evaluated.

The following questions and observations are based on a best attempt to understand the model components from the descriptions provided in the various documents.

The Report does not provide enough information to understand how the new future demand is allocated.

The results are only as good as the model is designed and the traffic volume inputs. Most critical to these would be how the overall buildout traffic volume would be applied to the present larger unimproved areas. For example, Area 21 on the Los Osos Area Update Proposed Changes map is currently a large undeveloped area that is intended for full development. The assumed connection points and volume inputs to accommodate the concentration of building for the buildout and the method apportioning traffic to the existing streets would materially affect the results of this study. As described, this area for the draft CP appears to have 4-5 points to connect to the existing grid. An explanation of buildout traffic volume apportionment should be provided. The EAP figure shows a Ravenna/Ramona new extension and the draft CP case shows a Ravenna/Ramona and a Skyline plus Palisades connection (Please see later comment specific to including Ravenna/Ramona on the EAP). An explanation of the new greater road extension strategy for Area 21 with an understanding that the overall LO target population is less between the cases should be included in the analysis. Does this infer that due to the proposed change in Land Use category vs the EAP is significant enough to warrant a more robust grid to/from Area 21 in the draft CP buildout case?

The computer model used to conduct the Transportation Impact Analysis is missing two important traffic flow Connector road sections. The model needs to be corrected and have the results updated.

The TDM model evaluates simulated network of Arterial and Collector roads in Los Osos (identified in the 2015 draft Los Osos Community Plan (draft CP) Figure 5-4). Local roads are assumed to be low volume used primarily to access adjacent properties and are not modeled. These small sections of 4th (Ramona-Pismo) and Pismo (4th-3rd) are Collector roads to connect with 3rd. (see list page 5 App E). Without them, modeling traffic through this corridor to/from El Morro would not be modelled. These locations are also missing from the 2009 Circulation Study. This error may have been introduced when the model was developed and present in the used model used as input to the current EAP (Omni-Means 2007 study?). The master table requested above would clarify this.

Correcting the model has the potential to change Ramona's LOS, and may alter the timing Public Works recommendation for the proposed Ramona completion to South Bay. I view this as a serious modeling error that may have existed for some time that did not draw attention to the immediate problems of this route in prior reports.

The 4th/Pismo intersection should be added to the TDM model.

Some Collector-to-Collector intersections are not listed in the report and appears only a sample set of intersections to include in the TDM model. The 4th/Pismo intersection has several safety related issues and is along a principle Collector transportation corridor to/from the Baywood CBD. In 2015 Public Works installed a minimal chicane in 2015 as a temporary measure to address 4th community speed concerns. Public Works had limited options at the time and were confined to working within the

existing pavement. The roadside easement could not be disturbed. Public Works has collected traffic flow data for 4th(n of Ramona) and 3rd(n of Pismo), as well as (Local)4th (n of Pismo) that could readily be incorporated into the corrected model inputs. Had this section and intersection been included in the various versions of the model may have identified this as a LOS risked location.

Buildout traffic flow assumptions that were used in the EAP were not normalized into the 2016 Omni-Means model.

The traffic data collection used in the EAP ranges from 2003-2008 (per 2009 Circulation Study). The 2009 LO Circulation study was prepared after the EAP was adopted and provided an analytical means to normalize various dates of traffic data collection. The TDM model was again updated in 2010 to reflect incremental changes to the EAP that were not in the EAP (App E page 2). No similar analytical process to normalize the timing of the various data collection sets was done in this 2015 model. As a result the 2009 existing case per the EAP may be overstated. If the method used in the model for 2009 existing state provides higher actual counts than the EAP, this will be a disadvantage to determining capital improvement projects that may qualify for RIF funding. Basically the rationale being put forward is that no significant development or change in population has occurred since the data collection for the EAP (2003-2008). Just accepting the new traffic data counts can understate the comparative change to the buildout case....potentially affecting an improvement qualifying for RIF funding. Recalibrating all the segment models back to 2009 EAP traffic could be a large task. I see the lack of the 4th Street and Pismo connector in these models as the greatest risk for having been missed in the analysis. Perhaps there is a targeted localized analysis that could be done to assess this. It is a necessary step to demonstrate possibly getting these on the CIP RIF project list.

Ravenna Road extension to Ramona and possibly others are incorrectly described in the draft CP as part of EAP buildout case.

The EAP identifies two expected Collector road completions (2009 Circulation Study – page 15) in the buildout scenario. Ravenna, south of LOVR, is a Collector and was identified having a potential need for signalization. The EAP (page 5-9) lists Ravenna as a CIP with no commentary. I would assume this would be identifying signalization requirement. The draft CP summarizes the EAP buildout case with a Ravenna extension. The draft CP also illustrates a future Ravenna extension route bending outside the current right-of-way to tie directly to 4th as part of the EAP. There is no description of this in the EAP. The EAP specifies Ravenna (LOVR to Ramona) as a future Class 1 bike path from the County Bikeways.

The 2009 Circulation Study lists in the road improvement and signalization projects (Tables 7 & 8). It adds a recommendation for the Ramona extension to South Bay. It appears the transportation analysis used the draft CP description of both buildout cases (draft CP Table 5-3). This resulted in an incorrect model representation to define the EAP buildout case and drew comparative conclusions from that scenario with the new draft CP buildout assumptions.

4th/Ramona intersection realignment is identified in the CIP list. This is to straighten out this section of Ramona as part of the Ramona improvement project to South Bay.

The 4th/Ramona intersection (#11) directional traffic flow does not appear to be modelled correctly in the existing, EAP and draft CP buildout scenarios. (Similarly LOVR/Fairchild seem to be inconsistent)

There is discrepancy between what directions of traffic flow are considered available in the present configurations (black color) among the three scenarios between the three Various Lane Geometrics illustrations (App E figures 4, 5, 6). The existing case lane direction colors do not match in the three figures. This makes it difficult to know in the buildout cases which traffic actually receives the 2WS. Does 4th get a stop sign added? Or does Ramona? Ensuring that 4th/Ramona intersection is defined correctly, and adding the two Collector road sections described above, the traffic flow assessment of this intersection will change. One would expect this would also generate revised traffic flow results at the two Ramona Avenue traffic flow measurement points and beyond.

In addition to the specific routes modelled, the Analysis should address commonly known road trouble areas.

I have regularly heard about common road and circulation issues in certain areas of the community. These may not be on the modelled routes so get missed on this analysis. Appendix G of CEQA Guidelines describes some additional criteria in Significance Criteria (App E page 31). These include:

- Traffic flow/constant road flooding in the Santa Ynez 10th-11th street area;
- 4th Street to Pismo grade/sharp turn; drain debris flow; 4th@ Pismo to El Morro high volume on Local street
- Monarch school traffic; Doris connection and others.

Doris and school traffic may have been addressed in the draft CP. The others should be addressed with an LOS designation

Public Works could provide a complete set of known existing “problem” sections of County maintained roads and intersections. (Flooding; significant grade; sharp angle/turn; other?). These should be inventoried and commented on; especially if it can be demonstrated they may fall under CEQA Appendix G parameters.

Recon’s Noise Analysis - Vehicle Traffic Noise Report

Omni-means modeling output data was used as input to Recon Consultant Noise analysis (Figures 5, 6). This may explain why no traffic noise was identified in the 4th/Pismo, 3rd corridor. One would anticipate it to be similar to 7th. This review should be revised using the corrected traffic information.

Separately, it is difficult to understand how the noise projections are determined. For example, looking at the illustration showing noise levels, 9th appears to have consistent noise level from LOVR to Santa Ysabel. However, the section of 9th from Ramona north and El Morro south are dead ends. They still show same level of traffic noise as the higher travelled portions of 9th.

**** Street and Avenue left off street names for brevity

Kerry Brown

From: Marcie Begleiter <mdbegleiter@gmail.com>
Sent: Monday, November 18, 2019 1:48 PM
To: Kerry Brown
Subject: [EXT]Comment on Draft LOHCP and EIR

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Ms. Brown,

I attended the informational meeting regarding the EIR and LOHCP at Sea Pines on October 28th. Thank you for the presentation. I want to note that the **venue was not large enough** for the number of citizens eager to get the information - dozens came and left as there were not seats for them.

Also, given that the **comment period is 45 days, holding the informational meeting almost 30 days into that period was also is not the best plan** to get community response to these important documents.

Finally, did you know that your **email was incorrectly listed** on the contact slide? Again, not optimal for getting the response that this comment period was supposed to elicit.

Given these issues, **I strongly suggest that you expand the comment period, at least until mid-December** to give more time for interested community members to respond to the large amount of information in the draft reports.

All that aside, I have some serious concerns about the plan that encompasses the EIR and LOHCP. Protecting the greenspace is welcome and necessary to preserve the character of the town, but **the extent of development that is described in the report, at approximately 30% infill units by 2035 (15 years) is more than double the development rate of the state** in the past 10 years (9% from 2006 to 2016). Given that we need more housing, and affordable units at that, the upper end of this development plan is not within reasonable growth rates for a community of the size of Los Osos.

And that is **before we begin to take account of the environmental strain that such development will bring to the fragile landscape of Los Osos**. We are a town built on sand dunes, facing rising sea levels and salt water intrusion. The LOHCP-EIR_Public-Review-Draft report does take this into account on page 214:

" LOHCP-EIR_Public-Review-Draft_2019-0925

As noted in the Los Osos Community Plan, the community wishes to maintain its "small-town" atmosphere; rather than expanding the URL and USL, the community is focusing on infill development. A development constraint within Los Osos is the availability of resources. New growth must only occur when the community has sufficient capacity in its water supply and sewage disposal systems. In addition, new development should not be allowed to create significant impacts to the community's road system, local schools, parks, or libraries.

Per the Draft EIR for the Los Osos Community Plan states that development under the Los Osos Community Plan could result in an additional 1,861 residential units and up to 364,000 square feet of commercial space, for a total of 8,182 residential units and 1,034,300 square feet of non- residential space (floor area) within the community within the 20-year plan horizon (by 2035)." **(NOTE - it is now 16 years, not twenty until 2035, and will be 15 by the time this plan instituted)**

The **data in this report is at least 5 years old**, taken from the 2014 origin of the draft, and therefore is not reliably applicable to today's situation in terms of climate change and water availability. For the sake of creating

a viable plan that takes into account realistic development for all the residents, current and future, I ask that you do the following:

1. **Keep the comment period open** until December 15
2. **Revise the data in these plans to reflect our current situation regarding sea level rise and salt water intrusion.**
3. **Revise the cap on developing residential units to be in line with state population growth, which would be 14% over the 15 years of the plan. This would allow for approximately 900 additional units by 2035.**
- 4 **Revise the plan to be more specific about necessary mitigation for water and other support systems** and make these hard and fast rules rather than soft recommendations.

Thank you for your time and attention to this input. Your service to the community is much appreciated.

Best,

Marcie Begleiter

Los Osos

--

Marcie Begleiter
2005 9th St. Suite E
Los Osos, CA 93402

Kerry Brown

From: Mary Pat Woodling <marypatwoodling@gmail.com>
Sent: Monday, November 18, 2019 8:17 PM
To: Kerry Brown
Subject: [EXT]Los Osos Community plan

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

I'm hoping that I am not too late and that I'm one of thousands of emails sent to you concerning the possible growth of our little community of Los Osos.

I have sat in multiple "meetings" since I personally heard of the plan to build at the area behind the Los Osos Library and Catholic Church.

Not a word had been spoken concerning this project around our tiny town. I happen to be walking my dogs on the evening of the 6th of November at this property. One of the residence of Morro Shores informed of the possible development. Shocking I know, since it had already been in the works for months by then.

I understand that I am to use certain wording to have this email give any effect on this possible development, but I will do my best. There are 4 plans to choose from, but I truly only understand 2 of these plans: One: would be no growth. And this is not possible. I get that. Two: would be growth with mitigation.

All of the legal terminology I really do not understand. But what I do understand and what frightens me is that with every home built whether it is a single family dwelling or a multiple family dwelling, comes a minimum of 2 cars. Our "road" (LVR) cannot handle this volume of traffic. We built the sewer to hopefully save the bay. The run off off from the increased volume of cars will reek havoc on our roads and the bay.

Personally I have been doing my part for over 30 years to save water. But now I wonder why I have worked so hard and have taken serious steps to conserve water when I find out I was saving it not for the current community but saving it for developers !!! Developers who in the not so distance past have made huge mistakes in our community, lost millions of other peoples money just to start it all over again.

Mary Pat Woodling



**COUNTY OF SAN LUIS OBISPO
PARKS AND RECREATION DEPARTMENT**

Nick Franco Director

November 4, 2019

Kerry Brown
San Luis Obispo County
Planning and Building Department
976 Osos St., Suite 200
San Luis Obispo, Ca. 93408

RE: Los Osos Community Plan Draft Environmental Impact Report

Dear Kerry,

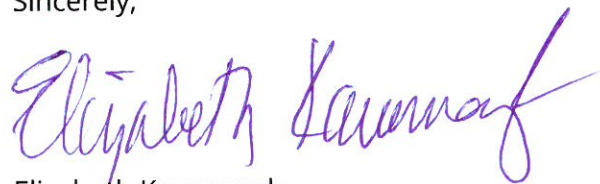
Thank you for an opportunity to review the Los Osos Community Plan, Draft Environmental Impact Report. The Parks and Recreation Department comments are minimal and include:

- 1) Maps in biological section- please make blotches translucent so areas under the blotches can be identified.
- 2) Please change references in Cultural Historical section of the "Historic Memorial Park" to "Historic Memorial Park (Cemetery)" or Los Osos Valley Mortuary and Memorial Park to ensure this is not confused with recreational park(s) in Los Osos. The site is referred to as the "cemetery" in other sections of the EIR.
- 3) Page 4.12-1 - please clarify that the 10.5 acres of "playgrounds" at the local schools are not all playgrounds in the traditional sense with play structures and swings but includes: X # of acres of black top, X # of acres of fields, and X # of acres of play structures.
- 4) Page 4.12-9 - Expand Los Osos Community Park. There is not enough room for sports fields at this park and no need for an additional playground or group picnic area at this time Leaving "Expand Los Osos Community Park" is okay in general since new recreation facilities could possibly be added to the approximately 1.5

acres of undeveloped park land at the north end of the park. There may also be possible options for using the library site on palisades, as park land if the library is relocated. The Park and Recreation element also identifies obtaining additional park acreage in Los Osos at non specified sites, that could also end up being contiguous to the existing Los Osos Community Park. However, please do not be specific about the types of recreation facilities that may go at this park. Communities' recreational needs and wants change.

Please let me know if you need anything else from me or need additional details.

Sincerely,



Elizabeth Kavanaugh
Parks and Trails Planner
San Luis Obispo County,
Parks and Recreation Department

[EXT]comments on LOCP EIR draft

Peter Sarafian <psaraf2@charter.net>

Wed 9/18/2019 9:33 AM

To: Kerry Brown <kbrown@co.slo.ca.us>

Cc: Vicky Johnsen <schoonermagic@earthlink.net>

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Kerry:

I have a comment on Page 4.3-37:

Section 4.3 – Biological Resources

Mitigation Measures. In addition to the existing policies and regulations discussed above, the following mitigation measures are required to reduce Impact BIO-1 to a less than significant level.

BIO 1(a) **LOCP Natural Resource Policies.** The following language shall be added as a new policy in the LOCP:

Special Status Species Habitat Preservation and Enhancement.

...

"Isolated patches of native habitat on smaller lots less than 20,000 square feet are not expected to provide high quality habitat for special status CEQA species that is sustainable. Impacts to small patches of native habitat that could support low numbers of CEQA special status species such as CRPR plant or species of concern wildlife will be further mitigated through implementation of the LOHCP and payment of the mitigation fee."

During the Los Osos sewer project hundreds of Morro Shoulderband snails were found on small lots with native and non-native habitats within the LOCP area. I am not sure about the numbers of Morro Manzanita. However, I feel sure that USFWS would not consider a mitigation fee as sufficient justification for ignoring surveys, capture and relocation of snails to safe habitat. Likewise, I am unsure of their consideration of mitigation by planting a commensurate number of Manzanitas in an approved location instead of a fee.

Pete Sarafian

Federal Recovery Permit Holder

To: Kerry Brown, Project Manager - Los Osos Community Plan Update

From: Tim Rochte, Los Osos trochte@sbcglobal.net

RE: Official Comments on the Los Osos Community Plan DEIR

Date: November 21, 2019

Thank you for the opportunity to provide my comments in the outline that follows:

1. **Existing and Proposed Land Use**

Regarding the area known as “West of South Bay Boulevard:”

The DEIR designates the above-referenced area as RMF and REC. I urge that the DEIR include these recommendations:

- a. Designate 80% of this area as REC,
- b. For RMF designations establish Workforce Housing levels at a minimum of 75% of the housing stock and 25% for Senior Housing,
- c. Allow RMF units to be built only on areas that have previously been disturbed,
- d. Do not allow RMF units to be built in areas that have not been previously developed in order to protect the habitats of Maritime chaparral and Coastal sage scrub which not only protects diversity, but also maximizes ground water recharge into the Basin,
- e. Establish a Traffic Circulation Plan that minimizes auto-oriented uses, and instead uses Livable Community strategies such as Transit Oriented Development (TODs).

Unless this strategy is adopted in full, or at least in large part, the traffic generated will quickly overwhelm the infrastructure causing vehicle delays for all users at the Pismo Avenue and South Bay Boulevard intersection, but of special concern is to take into full account the negative impact on response times for emergency vehicles.

2. **North – South Non-Motorized Transportation Connections:**

- a. Establish a Multi-use Pedestrian/Bicycle Path Corridor (modeled after the El Moro Bicycle/Pedestrian Path) from Los Osos Valley Road to downtown Baywood Park going north along Palisades Avenue and connecting at Fourth Street at Ramona, then continuing into Baywood via Third Street.

3. **East – West Non-Motorized Transportation Connections:**

- a. To reduce motorized traffic and increase air quality, construct an extension to the existing “El Moro Bike/Ped Path” from 12th Street to Second Street in Baywood Park.

4. **Hydrology, Water Quality and Coastal Hazards:**

- a. Immediately implement and maintain proven interventions to significantly reduce Sea Water Intrusion into the public water supplies.

Kerry Brown

From: Roxanne Lee <leerox@gmail.com>
Sent: Friday, November 15, 2019 9:57 AM
To: Kerry Brown
Subject: [EXT]Los Osos Community Plan Update - DEIR
Attachments: LOCP DEIR - Proposed Changes.png

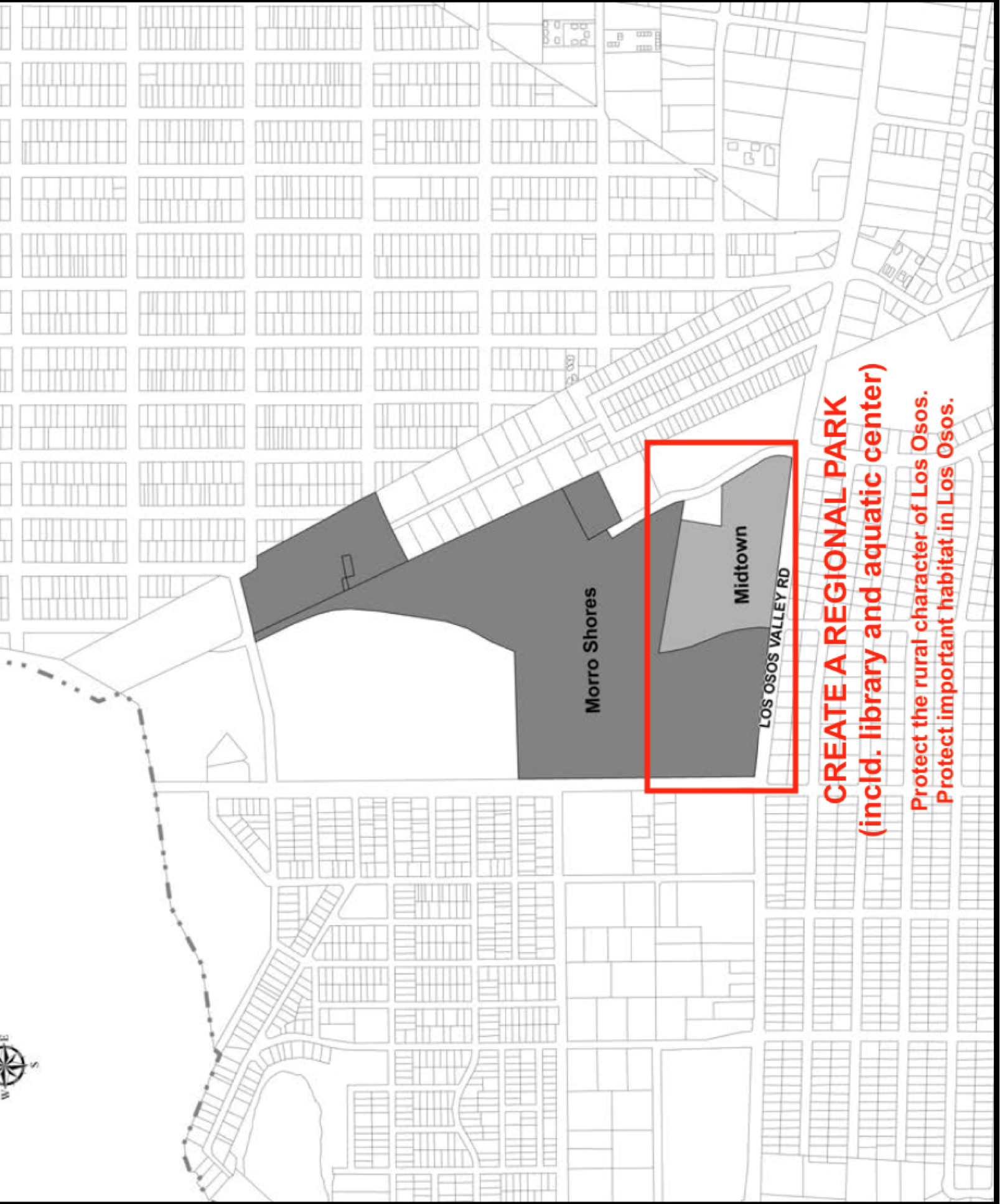
ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Ms. Brown,

As a resident of Los Osos, I would like to submit comments re: The Los Osos Community Plan Update Draft Environmental Impact Report (LODEIR). **The proposed land use and development identified in the LODEIR should maintain the rural character of Los Osos.** Specific comments re: the LODEIR include the following:

- Figures 2-4, Proposed Land Use Changes and 2-6, Proposed Land Use: The undeveloped area along LOVR between Palisades St. and Broderson St. should be classified as open space or recreation. It is currently designated as a mix of commercial and residential single- and multi- family. However, commercial and office land uses should be clustered east along LOVR, where there are already existing commercial/office uses, e.g., there are already vacant commercial properties adjacent to Grocery Outlet, Chase Bank, and the US Postal Office. Don't sprawl these commercial uses; especially if there are already plenty of vacant commercial lots. Densify where they already exist to preserve the rural character of Los Osos. Single- and multi- family residential should be set back from LOVR to make space for a large regional park that connects to the existing community park. There are no large regional parks that are walking distance for residents in Los Osos. The National Recreation and Parks Association states that importance of having easily accessible recreational parks of small, medium, and regional parks. The area along LOVR is the perfect location for a larger central regional park. It would also conserve important habitat area along LOVR and maintain the rural character. While there is Montana Del Oro State Park, it requires driving. The regional park could include to following facilities that currently have not been sited: aquatic center and library. We also need large grassy areas with large-shade trees for family barbecues/parties, outdoor amphitheater for events, native plant / water conservation demonstration garden, multiuse fields (e.g., soccer, kickball, disc sports), outdoor courts (basketball, pickleball, tennis), etc. The existing community park has picnic areas adjacent to LOVR, but they are loud and noisy from traffic. It would also be safe location for families to walk to the future library and aquatic center without high traffic volumes.
 - If the area continues to be designated as single- or multi- family housing, there should be explicit and detailed design standards for development of the area to protect the rural character of Los Osos. It would be a tragedy if the beautiful open space habitat was destroyed and paved over to build a conventional subdivision that looks like its from Irvine.
- Bike Lanes: More bike lanes! There needs to be a designated bike lane with cones or fencing between Los Osos and Morro Bay. This would be great for families and tourists.

Thank you,
Roxanne Lee



CREATE A REGIONAL PARK
(incl. library and aquatic center)

- Protect the rural character of Los Osos.
- Protect important habitat in Los Osos.

Kerry Brown

From: Sarah Halpern <sassart@me.com>
Sent: Sunday, November 17, 2019 9:38 PM
To: Kerry Brown
Subject: [EXT]Los Osos Development Plans

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hi Kerry,

I have gone onto the county website to try and view and understand the proposed plans for development and building in Los Osos. I confess that the information there is more confusing than illuminating for me so I will just list my concerns and hope that as a resident of Los Osos my reservations about development in Los Osos will be considered and recorded.

I looked through the Los Osos Community Advisory Council, Los Osos Community Plan Draft Environmental Impact Report and several areas of concern are listed.

It is only recently that we have shifted away from a septic system to the sewer system and it is clear to me that there are unanticipated impacts. We are losing trees and other plants that had adapted to the water that was available from leaching from the septic tanks. While some of the negative impacts on the ground water system have been mitigated, we have not lived with this sewer system long enough to see and understand the impact of this change.

We are also continuing to experience drought or dry conditions and high demand for water. Just these two considerations would dictate a slow and cautious approach to development in our small community.

While I do believe that we need to be sure that we have adequate affordable housing, I feel strongly that we should take a slow a considered approach to adding this level of housing to our community and an even slower and more cautious approach to adding high end housing.

The cost of living - the costs of the most basic services is rising more quickly than wages and income here and we do not want to create a community that puts middle and lower income people at such a disadvantage that they will need to depart their homes for more affordable but less appealing communities.

Thank you for considering my input.

Sarah Halpern

1215 8th street
Los Osos, Ca 93402

Kerry Brown

From: Sylvie Asselin <asselin@me.com>
Sent: Saturday, November 16, 2019 3:20 PM
To: Kerry Brown
Subject: [EXT]Public comment response to Environmental Impact Report (EIR) and Los Osos Community Plan

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Here are my comments and questions regarding the EIR and the Los Osos Community Plan.

Disaster Plan

Before any consideration of development, we need a 2020 updated county disaster plan that takes into account future disaster such climate change the latest (IPCC October 2019) , fire evacuation plan, existing water shortage and drought prediction in the Central Coast due climate change. *Los Osos is known to have the worst evacuation route in the County in case of a disaster. (Fire and floods)*

- *How can we increase the population growth of Los Osos by 1/3 when there is no future disaster plan for the existing population of Los Osos.*
- *How is adding 2,500 more cars and trucks in the Los Osos Community going to help current Los Osos residents evacuate more efficiently?*
- *How is the county going to address the current issue before considering adding more residents in Los Osos?*

Zero-Carbon Initiative - Electrification of new construction

- *Will the plan support the new electrification reach code that has been approved in the city of San Luis Obispo and that 50 counties are considering to support all-electric new construction?*
- *Are there any plans to install electrical charging stations as we are moving by 2030 to sales of all electric vehicles only.*
- *Is the county planning to adopt zero carbon emissions by 2035 just like San Luis Obispo?*
- *How is the community plan taking into account lowering carbon emissions to meet climate change state benchmarks?*

Water Shortage

The Los Osos Groundwater Basin is in a Level III severity. Salt water intrusion is affecting our current water table from the extraction from the Lower aquifer. Existing homeowners are paying more for water and we have water quotas. With sea levels rising per the IPCC rising sea level October 2019 report, there will more sea water intrusion in our water supply. Thus less water available for the current habitants of Los Osos.

- *What will be the water source for the new development plan?*
- *How will our water usage and water bill impacted?*

Stakeholders

- *Who are the stakeholders involved in developing single-family homes, multi-unit homes and commercial units?*

Noise component

I hear the noise from the Back Bay Inn at the end of 2nd, I am very concerned of the cumulative noise if other musical and outdoor restaurants are developed along 2nd Street. I am also very concerned about stationary noise from the influx of increased cars and truck driving on Santa Ysabel and 2nd Street.

- *Who will monitor the noise level of new commercial development on 2nd Street?*
- *How is the circulation flow of about 2,500 more cars and trucks be monitored for increased noise beyond current acceptable levels?*

Parking

I am very concerned about the parking arrangements when there is currently no parking in place where there are special events such as the Monday Music, October Fest. Since the Blue Heron has opened there is no parking available on 2nd Street. Most cars and trucks parked on empty lots. So where are these cars and trucks going to park? I can't imagine 2,500 more cars on the road. The decibel level will exceed the maximum accepted level from 2nd Street to South Bay Boulevard.

- *Are there any plans for additional parking for the influx of about 2,500 more cars and trucks in the commercial areas of Los Osos, especially Second Street?*

Air Quality

Los Osos is known to have the best air quality. Unfortunately, it will be impacted by the community plan if more than 2,000 homes (single/multiple) are planned for construction and by the influx of more than 2,500 more cars and truck in the community. Increasing air pollution should not be an option.

- *How is the plan considering the levels of large air particulate due to construction and increased gas emissions in the well-being of the current community living in Los Osos? How do we make sure that the current air quality stays the same?*

Light Pollution

Los Osos is one of the few cities of its size in California for having a very low light pollution at night.

- *How is this proposed plan considers keeping the current light pollution levels? Are more traffic light planned, street lights? Are there any restrictions standards for single-home, multi-units, and commercial units to use when considering night lights?*

Concerned about Liquefaction Area - Soil

The drilling in our current ancient sand dunes sends vibration to the surrounding homes. We are at risk of soil movement when construction is increased. As a result there is are cumulative effects on current homes; creating erosion and destabilizing current home foundations.

- *How will the county monitor and remedy any soil movement effects on current constructions?*
- *Will structural engineers be involved in the development process?*

Taxes and more resources needed

- *Can the county guarantee to existing homeowners no increase in taxes and utilities?*
- *Who will pay for additional infrastructures to accommodate a growing community of 4,000 more residents?*
- *Who will pay for the hiring of police, EMT's, fire crews, street maintenance, patrolling of state property that will get damaged and eroded by more human footprints?*

LOCSD

It needs to be clear what responsibilities will be under the LOCSD before the plan is approved.

- *What will be the responsibilities of the Los Osos CSD in the managing the community plan growth?*

Special Building Permits

According to your own flood report you presented, new commercial development on 2nd Street will be flooded due to rising sea levels.

- *How can the county provide permit waivers on known flood areas? Who will pay for the damages and lost?*
- *Shouldn't there be no development on predicted flooding zones?*

NATURAL RESOURCES:

-
-
- *How will the county ensure protection of these natural resources and change*
- *current development codes to avoid noise pollution, light pollution increases for instance*
-

HISTORICAL AND CULTURAL RESOURCES:

-
-
-
-
-
- *How will the county work with historical lands where the Chumash Peoples*
- *lived? Will the County work directly with the Northern Chumash Tribal Council to seek input both*
- *academic and based on oral history etc.?*
-

CLIMATE CHANGE:

-
-
- How will the county ensure local community members and environmental scientists are involved in feedback to proposed incidental “take permits” whereas ecosystems are removed and disturbed for building?
-

WATER SUPPLY:

-
-
- How can permits be issued when the basin management plan is showing increases in water use in territory of LOCSD/Baywood? If we haven’t mastered maximum water use efficiency LO wide, then approving new development will not improve the situation. How will the county fund water use efficiency education and activities in future beyond
- subsidies currently available for appliances, recirculating hot water etc.?
-

POPULATION GROWTH & DEVELOPMENT CONCERNS:

-
-
- Will County and CDFW start recycling and garbage collection at each and every entrance to public lands? Currently there is none on CDFW lands Morro Dunes Ecological Reserve. Human and canine wastes are not routinely disposed of properly which has a negative impact on the ecosystem. Plastics are strewn throughout the ecosystem.
- How will the State and County ensure better management of public lands?
-

WILDFIRE DESTRUCTION of Los Osos:

The County of San Luis Obispo, the State of California, and the Federal Government seem intent on developing MUCH OF LOS OSOS, while at same time trying to protect delicate ecosystems and the species dependent upon them.

Generally, Los Osans feel abandoned where real time solutions to fire fuel mitigation are concerned in the Wildland Urban Interface (WUI). Our public lands exist abutted to neighborhoods built many years ago when the state didn’t manage these lands, since they were privately owned.

Without funding from Fire Safe Council, fire mitigation and maintenance activities in Los Osos will not happen because CDFW and other agencies claims they have no budget. Before we allow new building projects with the intention of adding 2500 – 4000 new residents to our community over the next 15 to 25 years, much more needs to be done by the State and County to protect all lives; human, invertebrate, plants and mammals. If Los Osos

burns, the wildlands and endangered species habitat around us will burn. And vice versa! Los Osos is where endangered species live!

We've had an increase in illegal public lands encampments. CDFW for instance states they are understaffed and underfunded to address the growing need for routine patrols and enforcement in public lands throughout the county. If manmade fires start in the public lands it could spread rapidly as we've seen throughout California.

Sample comment and question:

-
-
- Currently there are no true Wildfire Mitigation measures in the HCP or EIR
- draft as presented to follow **CALFIRE**
- or
- **Fire Safe Council**
- recommendations to create fuel breaks (300' to manmade structure) in the WUI to protect wildland and homes from extreme fires and allow our firefighters the space to protect nature and our community.
-
-
-
-

We hope these suggestions for comments to the county have been helpful. We are also encouraging everyone to ask the county for an extension of the public comment deadline so that we all have a better opportunity to carefully read the plan, discuss it, and make meaningful suggestions. Everyone's voice matters in making these important community decisions.

[EXT]Los Osos Community Plan

Thomas Fichter <artdirector54@gmail.com>

Mon 10/7/2019 2:51 PM

To: Kerry Brown <kbrown@co.slo.ca.us>

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hi Kerry,

I am a resident of Los Osos. My wife and I have had a home here since 2008. We voted for the current sewer/water treatment plan. I'm happy that progress has been made on keeping our water local as well as keeping it clean. I am worried about the limits of population versus water availability. We all know the problems that Cambria has and we are fortunate to have aquifers. However, the more people allowed to build the more our water resources will be tapped. It is very possible and likely that we cannot support more people in the area with our current water supply. That said, I feel like those of us who currently live here should not be taxed for any water that may need to be imported in the future...only new construction should be put on a list of potential water importers if it comes to that. This information can be imparted upon any home builders before that begin construction so that they are aware that they may, in the future, have to bear the burden of any costs to bringing in water to support such growth.

Thank you for your time,
Tom

Thomas Fichter
artdirector54@gmail.com

Kerry Brown

From: Vee Bee <vmbrown4@yahoo.com>
Sent: Sunday, November 17, 2019 7:23 PM
To: Kerry Brown
Subject: [EXT]DEIR COMMENT on MAPS

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

DEIR COMMENT MAPS

November 17, 2019

Dear Kerry Brown ,

Regarding DEIR: Proposed Changes

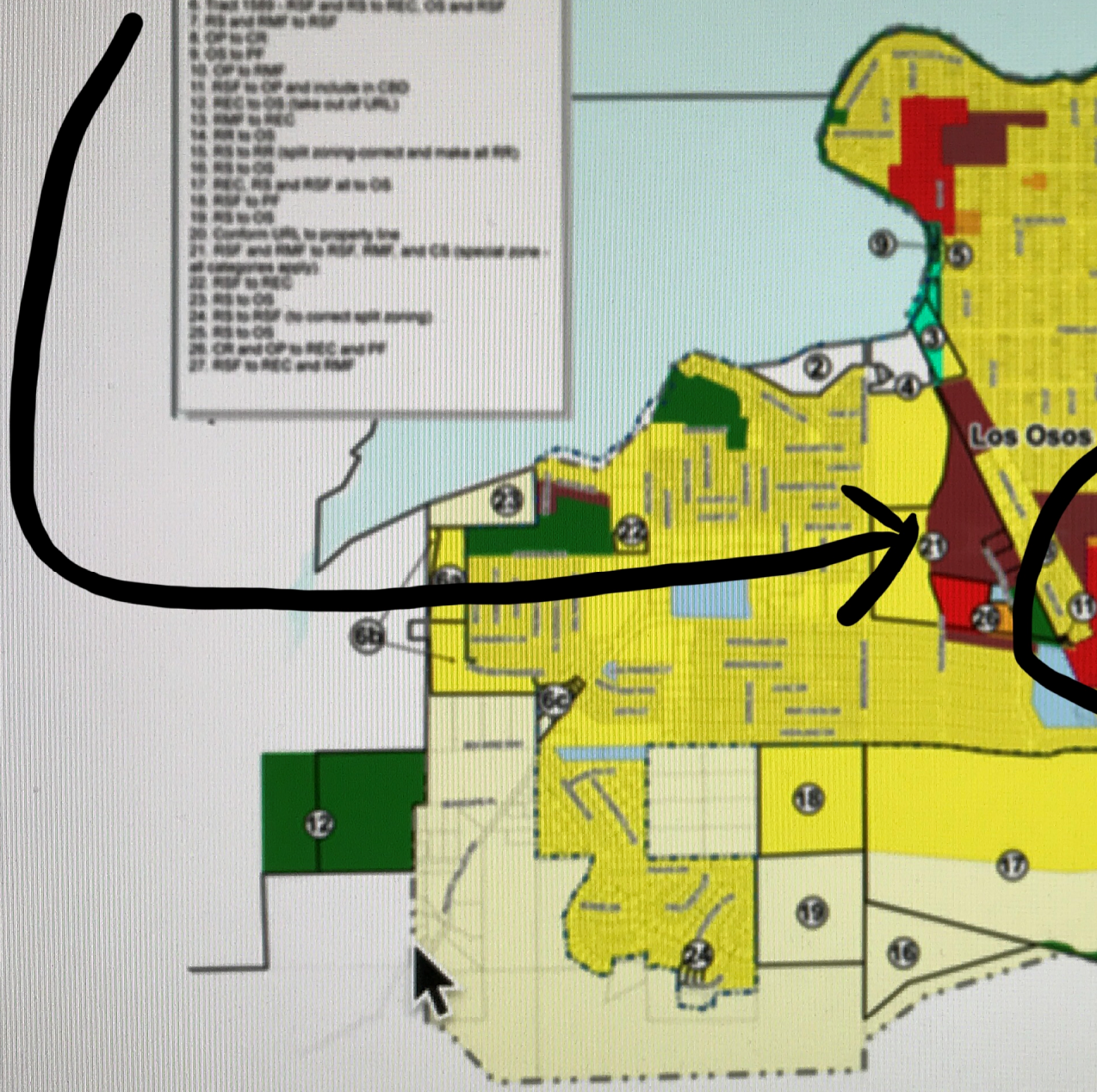
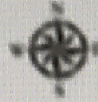
It confusing and disturbing that the property owned by Bean, Area #27, has since been preferentially carved out of a solid residential multi- family proposed zoning area and reserved as a commercial designation to accommodate the owner's request to temporarily use the property for construction staging and storage . Why would that be feasible in face of all the conflict this has caused ?

The proposed change on page 109, Figure 2.4 of LOCP DEIR VOLUME 1- Analysis pdf upper left hand box listing Bean Property at Los a Olivos and Fairchild Way,area 27 , be zoned from OP , Office Professional, to CS Commercial Services. This is dated 5/25/19

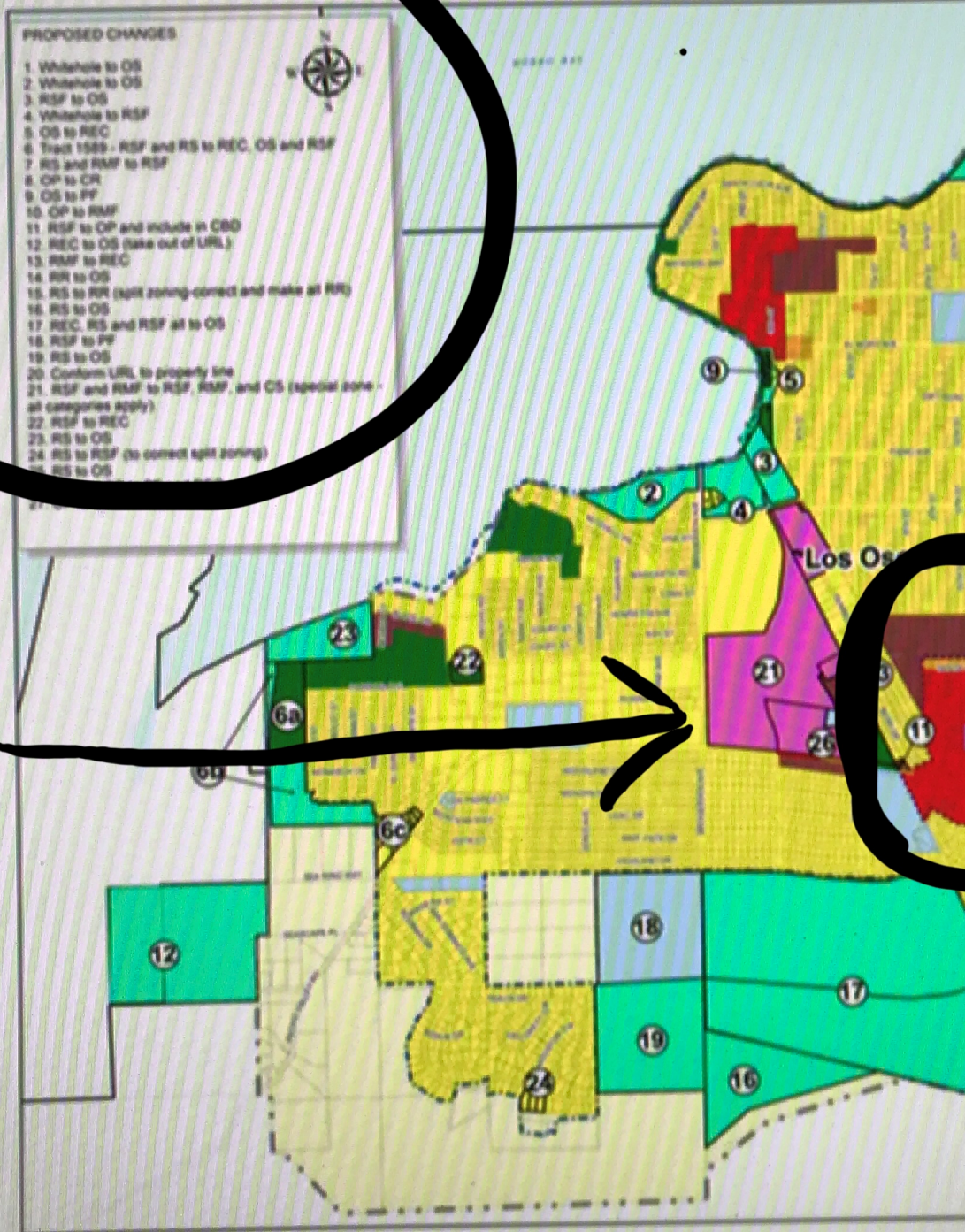
There is an earlier Map in Volume II LOCP DEIR Appendices page 192 dated 5/25/16 , draft date , however, is 1/30/2015 figure 3 which suggests changing same property on corner of Los Olivos and Fairchild , area #10, from OP to RMF, residential multi family.

PROPOSED CHANGES

1. Wholesale to OS
2. Wholesale to OS
3. RSP to OS
4. Wholesale to RSP
5. OS to REC
6. Tract 1585 - RSP and RS to REC, OS and RSP
7. RS and RMF to RSP
8. CP to CR
9. OS to PF
10. CP to RMF
11. RSP to CP and include in CBD
12. REC to OS (take out of URL)
13. RMF to REC
14. RR to OS
15. RS to RSP (split zoning correct and make all RR)
16. RS to OS
17. REC, RS and RSP all to OS
18. RSP to PF
19. RS to OS
20. Custom URL, to property line
21. RSP and RMF to RSP, RMF, and OS (special zone - all categories apply)
22. RSP to REC
23. RS to OS
24. RS to RSP (to correct split zoning)
25. RS to OS
26. CR and CP to REC and PF
27. RSP to REC and RMF



Section 2.0 – Project Description



To date, there have been no alternative ideas offered to surrounding neighborhood of Fairchild and Los Olivos by Bean Project . No matter what the zoning is, a construction yard dropped in an established residential area is not a viable option. It may cause a decline in surrounding property values, and ruin protected species (including human) environment.

Near the end of September 2019 , several construction diesel trucks were staged on Fairchild road and on property known as # 27 , (Bean project) on map . Diesel trucks were started in early mornings , the source micro particulate fumes, dust ,noise pollution, wear and tear on the unpaved road , eyesore : the realization of concerns of the neighborhood , and those who attended LOCAC meetings exemplified for 4 days without permit or notifying neighbors of this use of the property. There are videos and photos available, and residents who directly witnessed this.

Vic Brown

Sent from my iPad