

Comment #1



MEMORANDUM

TO: San Miguel Community Plan – File: Correspondence
SB-18 Consultation Records – c/o Steve McMasters

FROM: Michael Conger

DATE: November 15, 2013

SUBJECT: Tribal Consultation with yak tityu tityu and Northern Chumash Tribal Council.

On August 29, 2013, we sent out consultation invitation letters to 27 tribal contacts provided to us by the Native American Heritage Commission. The letter requested that those who are interested in consultation should notify us by November 27, 2013.

To date, we have consulted with two tribal groups:

- yak tityu tityu – represented by Mona Tucker and Lei Lynn Odom.
- Northern Chumash Tribal Council – represented by Fred Collins.

This memo is intended to document the consultation

CONSULTATION #1: yak tityu tityu

Date: Tuesday, October 29, 2013
Time: 3:00 – 4:00 pm
Location: County Government Center, Room 300

In attendance:

Mona Tucker, Tribal Chair, yak tityu tityu
Lei Lynn Odom, Tribal Elder, yak tityu tityu
Steve McMasters, Supervising Planner, SLO County
Jay Johnson, Senior Planner, SLO County
Michael Conger, Planner, SLO County

Notes:

- Briefly discussed history and culture of the Chumash people.
- Discussed the Community Plan
 - Looked at areas where zoning changes are proposed.
 - Discussed how the plan is organized, and the role of policies and programs.
 - Policy 4-9 is a policy concerning resource protection.
 - The COSE also applies. There are several cultural resource policies and programs.
 - Discussed pending developments (over 250 approved residential lots).
- Discussed existing conditions, standards, requirements.
 - Surface survey required in San Miguel.
 - Most tracts and large projects have a monitoring condition even when the phase-I encounters no resources... just to be certain, as resources could still be encountered.
- San Miguel – area around the mission is where resources are likely to be encountered.
- Tribal boundaries ebbed and flowed over time. This may have been a Yokut area.
- Population of Chumash were largely wiped out following European contact.
- A burial might have been encountered in the area as part of the fiber optic project along the railroad right-of-way, near the mission.
- It's important not only to preserve buried resources, but also to promote the present-day Chumash culture.
- Tourism, eco-tourism are now a big industry in this area.
 - Tourists would benefit by learning of the deeper culture. Considering not only history but pre-history.
 - Example: Nature trail with signage showing native plants. Could discuss how plants were used. Include the name in Chumash language.
- yak tityu tityu is working with City of Arroyo Grande on promoting Chumash culture in tourism. Example: art in the park.
- **Question:** Will surface survey be required for building permits (where a land use permit or subdivision is not otherwise triggered)? *–Response: Yes (we think), but we will verify and get back to you.*

- **Follow up email:**

From:	Michael Conger/Planning/COSLO
To:	olivas.mona@gmail.com
Cc:	Steve McMasters/Planning/COSLO@Wings
Date:	11/04/2013 08:43 AM
Subject:	Follow-up on Consultation - San Miguel Community Plan

Ms. Tucker:

To follow up from our consultation meeting last week, I did want to confirm that we have a planning area standard that requires a surface survey for all grading, construction, and land use permits in San Miguel. I'm attaching a page out of the ordinance (refer to Subsection A.2). This language is in Section 22.104.070 of the Land Use Ordinance.

Let me know if there's any other information or assistance I can provide.

Thanks again for the consultation. We'll be keeping you on the noticing list as the plan progresses.

[attachment "Pages from Title 22 - Land Use Ordinance.pdf"]

Michael T. Conger
Long Range Planning Division

- Consideration – possibility of encountering archaeological resources with utility projects.
 - Possible policy for archaeological resources with CSD utility projects?
- Mission Gardens project
 - Mitigation – want to be included in decisions on how the funds are allocated
 - Can the County record a notice of violation on the Mission Gardens property? Ms. Tucker has experience as a real estate agent, and believes that this is necessary to disclose to future developers.
- If you research into Chumash culture, you will find interviews on language, plants, and animals. Interviewer (J. Harrington) was interviewing Rosario Cooper (related to yak tityu tityu elders). Provides a lot of insight on culture.
- Another good source of information: Santa Barbara Museum of Natural History.

CONSULTATION #2: Northern Chumash Tribal Council

Date: Friday, November 1, 2013
Time: 1:30 – 3:00 PM
Location: County Government Center, Room 300

In attendance:

Fred Collins, Tribal Spokesperson, Northern Chumash Tribal Council
Steve McMasters, Supervising Planner, SLO County
Rob Fitzroy, Planner, SLO County
Michael Conger, Planner, SLO County

Notes:

- Open with a conversation about the partial list of qualified archaeologists.
 - There needs to be a way to purge the archaeologists off the list who are not following protocol.
 - Discussion of particular issues and incidences concerning Thor Conway and Rob Rossi / Santa Margarita Ranch.
 - Steve: We will be sending out an update letter for the approved list.
- We can do better with resource protection. Example: peer review.
- Discussed the Community Plan
 - Looked at areas where zoning changes are proposed.
 - Discussed how the plan is organized, and the role of policies and programs.

- Policy 4-9 is a policy concerning resource protection.
- The COSE also applies. There are several cultural resource policies and programs.
- Discussed pending developments (over 250 approved residential lots).
- Discussed existing conditions, standards, requirements.
 - Surface survey required in San Miguel.
 - Most tracts and large projects have a monitoring condition even when the phase-I encounters no resources... just to be certain, as resources could still be encountered.
- San Miguel specifically – community identity is largely tied to history. The town is very proud of the cultural resources and seeks to use this as an opportunity for economic development.
 - Example: history trail to link mission and central business district.
 - Example: community art projects.
 - Response: Happy to see the community has this positive attitude.

The conversation also involved a follow-up discussion on grading and stormwater management. Murry Wilson, Jeff Oliveira, and I initially consulted with Mr. Collins on grading and stormwater management in August 2009.

- There are many unrecorded sacred sites out there. When vineyards are planted and other farming operations are intensified, these sites are being desecrated. This needs to stop.
- Presently – the County does perform CEQA review on limited agricultural grading projects that rise to the grading permit level. Similarly, RCDs will perform CEQA review on projects that go through the Alternative Review Process.
- County perspective:
 - With the exception of the grading permit process, most agricultural cultivation practices are unregulated by the County. No one needs to seek a permit to cultivate.
 - There are requirements, no matter what, if cultural resources are encountered. The Environmental Coordinator must be contacted.
 - Amongst the agricultural trade organizations, the concept of adding regulation or procedural requirements to their operations is unfavorable. There is often strong organized opposition to such efforts. So, for example, an ordinance requiring archaeological surface surveys prior to agricultural cultivation activities could be politically unpalatable for the Board.
 - The Board directs the departments work based on a “top 10” priority list. Such an effort would need to be added to that list.
- It’s possible that many agriculturalists may simply not be aware of the potential for archaeological resources to occur on their land.
- Suggestion – perhaps the most effective way would be to outreach to agricultural organizations. They are very good at getting messages out to their constituents. For example:
 - Central Coast Wine Grape Growers
 - Paso Wine Country Alliance
 - Farm Bureau

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- Agricultural Liaison Advisory Body
- Cattlemen's Association
- Sustainability In Practice (SIP) Certification

Comment #2



COUNTY OF SAN LUIS OBISPO
Department of Agriculture/Weights and Measures

2156 SIERRA WAY, SUITE A • SAN LUIS OBISPO, CALIFORNIA 93401 - 4556
MARTIN SETTEVENDEMIE (805) 781-5910
AGRICULTURAL COMMISSIONER/SEALER FAX: (805) 781-1035
www.slocounty.ca.gov/agcomm AgCommSLO@co.slo.ca.us

DATE: August 20, 2013

TO: Michael Conger, Project Manager

FROM: Lynda L. Auchinachie, Agriculture Department

SUBJECT: Public Review Draft - San Miguel Community Plan (1700)

Thank you for the opportunity to comment on the Public Review Draft of the San Miguel Community Plan (SMCP). The draft SMCP identifies two community expansion areas that are currently designated Agriculture. The draft plan also includes goals and polices aimed at protecting agricultural resources and operations. On page 1-7 relevant polices of the Agriculture Element have been listed (please add Policy 17 – Incorporate agricultural buffers to protect agricultural land). The Agriculture Department supports incorporation of these goals and policies into the SMCP and suggests that a summary of Agriculture Element policy consistency be included in subsequent documents.

Comments and recommendations are based on policies in the San Luis Obispo County Agriculture Element, Conservation and Open Space Element, the Land Use Ordinance, the California Environmental Quality Act (CEQA), and on current departmental policy to conserve agricultural resources and to provide for public health, safety and welfare while mitigating to the extent feasible the negative impacts of development to agriculture.

If you have questions, please call 781-5914.

Comment #3



Air Pollution Control District
San Luis Obispo County

August 20, 2013

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

SUBJECT: APCD Comments Regarding the Public Review Draft of the San Miguel
Community Plan

Dear Mr. Conger,

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 San Miguel Community Plan (Plan) that establishes a vision and guide for development through the year 2035. The Plan seeks to balance the needs of the growing population with preservation of natural and historic resources. It serves as a bridge between countywide goals in the San Luis Obispo County General Plan and the specific needs of the community. A goal of the Plan is to bring together all applicable aspects of land use and circulation planning for San Miguel in one single planning document that will allow the community to make decisions on these issues in its own way, based on the community's vision, wants, and needs.

A particular focus that the County Board of Supervisors (Board) authorized for the Plan is to make San Miguel a healthy, economically viable community with complete infrastructure and public facilities. The Plan's elements including the safety of Complete Streets design and the addition of parklands and trails will help meet the Board's vision for a healthy San Miguel. The Board's desire to improve the economic viability of the community is supported by policies and programs in the Plan such as committing to in-fill rather than sprawl development and identifying, recruiting, and incentivizing businesses to relocate to San Miguel to help improve the community's job/housing balance. The Plan identifies financial tools to create public improvements such as a Business Improvement District, a Community Facilities District, and impact fees.

The APCD appreciates and supports many of the Draft San Miguel Community Plan's goals, policies and programs because they are consistent with many land use and transportation policies in the APCD Clean Air Plan (CAP) and CEQA Air Quality Handbook.

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Many of the policies and programs included in this draft plan will enable residents the opportunity to live, work, shop, and recreate within local areas therefore reducing their need to drive and minimize vehicle emissions countywide. This letter is broken into two sections of APCD recommendations: 1) those intended to help the Plan to be more consistent with APCD's CAP and 2) those intended to improve, clarify, and or support the Plan. *The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

1. APCD Recommendations to help the Plan be more Consistent with the Clean Air Plan**Chapter 3: Land Use and Community Design****a. Incentivizing In-fill Development**

Implementing land use principles that enable residents the opportunity to live, work, shop, and recreate within local areas reduces the need to drive and minimizes vehicle exhaust emissions which account for over 50% of the County's air pollution including greenhouse gas emissions. One of these principles is in-fill development. **The APCD recommends that the Plan identifies tools that provide incentives for developers to increase the number of units per acre, relative to those identified in the Plan, for new development within San Miguel's Urban Reserve Line (URL).** This can result in preservation of adjacent agricultural and rural lands, enhance urban development, reduce trips and travel distances, and encourage the use of alternative forms of transportation. **These tools should be identified in the Plan, for in-fill Policies 3-1 and 3-9 and for Program 3-1: Streamlining and encouraging preferred development.**

b. Ensuring the Plan's Implementation of Complete Streets Meets the Plan's desire for a Safe Environment for all Users**Background**

- Planning for a "complete street" means taking the safety, convenience, comfort of all of these users into account. (Section 5-1; last sentence on Page 5-1)
- Consolidated parking in the Central Business District in order to promote non-motorized transportation to and within the Central Business District. (Program 2-8; Page 2-12)
- San Miguel's downtown core area must become a pedestrian-friendly area if it is to achieve its economic potential. Adequate parking must be provided, but it must not be allowed to compromise the pedestrian environment, visually or functionally. (Section 3-3.1: Town Center - The fifth paragraph on Page 3-21)
- Class II Bike lanes on Mission Street have been eliminated in areas where diagonal parking has been implemented. (Section 5-2: Pedestrian and Bicycle Circulation on Page 5-4)

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- Mission Street between 11th and 14th Street will become a Class III bicycle route as diagonal parking improvements are complete. (Figure 5-B)
- The Mission Street Class III bike route makes the entire traffic lane accessible to bicyclists, enabling them to avoid cars backing out of parking spaces. (Program 5-5e on Page 5-15)

Issue

Parking for Complete Streets is generally placed in the rear or sides of buildings. While the Plan's proposed diagonal parking along Mission Street provides consolidated parking, it is inconsistent with the comfortable, safe pedestrian and bicycling environment that is intended with Complete Streets design. Pedestrians tend to feel much more at ease with good separation from vehicular activities such as parking. For bicyclists, the Plan currently results in a transition from a Class II, dedicated bicycle lane on either side of the Central Business District to Class III in the Town Center area where they now must interact with drivers parking in the diagonal spaces. This is an incompatible environment for cyclist or motorists and it is inconsistent with the Plan's stated goals of providing Complete Streets in Mission Street Central Business District.

APCD's Recommendation

APCD recommends that to improve the compatibility of all users and their overall experience the proposed consolidated diagonal parking for the Central Business District be redesigned with typical Complete Streets parking. Parking behind and beside buildings shall provide the consolidated parking in the Town Center that the Plan seeks to secure. Further, removing the diagonal parking in the front of the buildings (see: Figure 5-C) shall also provide more room for a comfortable the pedestrian environment and provides space for continuity of Mission Street's Class II bike lane through the Central Business District. This shall minimize the concerns with the incompatibility between bicyclist and parking vehicles in this area of higher activity.

Chapter 5: Transportation and Circulationa. Complete Streets Features on Page 5-2 & Figures 5-C and 5-D:

For those who are interested in riding their bicycle for transportation, protected bicycle lanes can provide the needed comfort to ride instead of drive a vehicle, a shift in behavior that the APCD supports to help reduce air pollution and conserve resources.

As such, APCD recommends that the "Bicycle lanes" Complete Streets feature should be expanded with the option to provide Protected Bicycle Lanes. We also recommend that protected bicycle lanes should also be added to the discussion on page 5-4 in Section 5-2.1: Bicycle Lanes and added to the list of Bikeway Classifications on page 5-5. Finally, Figures 5-C and 5-D need to be updated to include options for protected bicycle lanes.

Example roadway cross sections and images with protected bicycle lanes are presented in the below selected websites.

- <http://trafficlogix.com/en/media/pr/id/San-Jose-uses-Rubber-CycleLane-Curbing-for-Protected-Bike-Lanes>

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- www.sfbike.org/email_templates/JFK_Flier_Diagram.jpg
 - <http://bikesd.org/2013/03/the-case-for-protected-bike-lanes-aka-cycle-tracks-on-el-cajon-boulevard/>
 - <http://bikesd.org/wp-content/uploads/2013/03/El-Cajon-BRT-and-Cycle-Track-Design.bmp>
 - http://3.bp.blogspot.com/-Sz_o-UeTgHc/Ta6CiOwUCJI/AAAAAAAAApo/X7IXOf9ZPvi/s1600/Untitled-1.jpg
- b. Railroad: Section 5-3.3 on Page 5-7:
APCD recommends that in the discussion about the planned pedestrian crossing, the Plan identifies that a key purpose for this crossing is to provide safe crossing of the railroad tracks for access to and from San Miguel Joint Union School.
- c. Complete Streets:
APCD Recommends that the Traffic Control and Traffic Calming section (Section 5-4 on Page 5-7) be rewritten to include a subsection on Complete Streets with specific discussion about method to implement for the Central Business District. Bike lanes and speed tables should also be added to the list of traffic controls.
2. **APCD Recommendations to Improve, Clarify, and or Support the Plan**

Chapter 2: Population and Economy

- a. Page 2-4, Section 2-2.3: Employment – 2nd Sentence: **Replace the word “Eighty” with “A value of 86.1 percent...”**
- b. Page 2-4, Section 2-2.3: Employment – Text Below Table 2-B Labor Force Comparison: The “Work out of Town” statistics are virtually the same for San Miguel (47.9%) and SLO County as a whole (48.4%) as opposed to the 55 and 60% currently listed. **Please correct this discrepancy.**
- c. Pages 2-7 to 2-12: **Economic Development Policies and Implementation Programs: through implementation of the three policies below the Plan will support trip reduction through enhanced local economy: 1) fill gaps in the availability of essential goods and services, 2) bolster the jobs/housing balance by providing stronger employment opportunities through active, incentivized recruitment of new business types as well as building on those successful types already existing within the community (e.g. ag, tourism, and military support), and 3) enhance the attractive and enjoyable community environment through the implementation of Complete Streets design and through the collective benefits that will develop from establishing a Business Improvement District.**

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Chapter 3: Land Use and Community Design

- a. Complete Streets Policy 3-2; Page 3-31:

Change the third bullet to:

Planning for "complete streets" that collectively address the circulation needs of pedestrians and vehicle and bicycle users.

- b. Parks and Open Space Program 3-2; Page 3-33:

This Program needs to also reference the proposed trails for the community identified in Chapter 5.

- c. Flood Hazard and Climate Adaptation Section 3-2.5 on Page 3-20:

This section discusses San Miguel's 100-year flood hazard but it **needs to be expanded to discuss the tools that Plan would use to address changes in community flooding hazards should climate adaptation alter historic flooding patterns.**

Chapter 5: Transportation and Circulation

- a. Park-and-Ride: Section 5-3.2 on Pages 5-6:

APCD recommends that the information in this section be updated based on the San Luis Obispo Council of Government's (SLOCOG) 2013 Park-and-Ride Lot Study. The Plan should also state that the County shall work with the SLOCOG to address future needs for the Park-and-Rides in San Miguel. Some Park-and-Ride lot tools that should be integrated into the Plan include ensuring that there are bike locker and locking facilities available to Park-and-Ride lot users, electric vehicle charging facility and incorporation of transit into the Park-and-Ride lots when appropriate.

- b. Policy 5-2 on Pages 5-14:

APCD recommends that this Policy's language be changed to:

Establish an interconnected circulation system between various land uses and neighborhoods within the community, discourage dead-end streets, and encourage use of alternative transportation modes that results in reduced vehicle miles traveled and to minimize emergency response times.

- c. Policy 5-3 on Pages 5-14:

APCD recommends that this Policy's language be changed to:

Design public streets, pedestrian walk ways, bikeways, and trails with Complete Streets methods to help integrate these facilities as components of community life. Some methods include: (Bullets should be fine-tuned/expanded to better represent Complete Streets design).

- d. Policy 5-5 on Pages 5-14:

APCD recommends that this Policy's language be changed to:

Create bicycle, pedestrian and recreational paths. These paths should be interconnected and where feasible, independent of roadways.

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- e. Policy 5-8 on Pages 5-14:
APCD recommends that this Policy's language be changed to:
Plan for transportation infrastructure and multi-user connectivity be extended to the proposed community expansion areas (refer to Chapter 3).

- f. Policy 5-9 on Pages 5-14:
APCD recommends that Policy 5-5 and 5-9 are interrelate and symbiotic and should be grouped together in the Complete Streets policy.

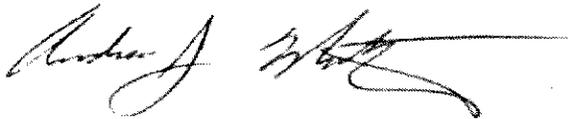
- g. Program 5-2 on Pages 5-15:
The text of the Plan should go into more detail about establishing a Community Facility District.

- h. Program 5-4 on Pages 5-15:
APCD recommends that this Transit Program be expanded to include tools such as Smart Transit Signs when deemed appropriate in the future.

- i. Program 5-5 on Pages 5-15:
APCD recommends that "Complete Streets with Traffic Calming on Mission Street" be the header here and Program 5-5's text be expanded to more completely capture the Complete Streets methods such as parking in the rear and sides of buildings, pedestrian and bicycle amenities, and the continuation of the Class II bicycle lane in the Central Business District.

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

Sincerely,



Andy Mutziger
Air Quality Specialist

AJM/arr

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Comment #4



Air Pollution Control District
San Luis Obispo County

September 13, 2013

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

SUBJECT: APCD Comments Regarding the San Miguel Community Plan Notice of Preparation of an Environmental Impact Report

Dear Mr. Conger,

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 Notice of Preparation for an Environmental Impact Report for the proposed San Miguel Community Plan (Plan) that establishes a vision and guide for development through the year 2035. The Plan seeks to balance the needs of the growing population with preservation of natural and historic resources. It will serve as a bridge between countywide goals in the San Luis Obispo County General Plan and the specific needs of the community. A goal of the Plan is to bring together all applicable aspects of land use and circulation planning for San Miguel in one single planning document that will allow the community to make decisions on these issues in its own way, based on the community's vision, wants, and needs.

A particular focus that the County Board of Supervisors (Board) authorized for the Plan is to make San Miguel a healthy, economically viable community with complete infrastructure and public facilities. The Plan's elements, including the safety of Complete Streets design and the addition of parklands and trails, will help meet the Board's vision for a healthy San Miguel. The Board's desire to improve the economic viability of the community is supported by policies and programs in the Plan such as committing to in-fill rather than sprawl development and identifying, recruiting, and incentivizing businesses to relocate to San Miguel to help improve the community's job/housing balance. The Plan identifies financial tools to create public improvements such as a Business Improvement District, a Community Facilities District, and impact fees.

The APCD appreciates and supports many of the Draft San Miguel Community Plan's goals, policies and programs because they are consistent with many land use and transportation policies in the APCD Clean Air Plan (CAP) and CEQA Air Quality Handbook (See: http://slocleanair.org/images/cms/upload/files/CEQA_Handbook_2012_v1.pdf).

Comment #4

Eagle Ranch NOP for EIR

September 13, 2013

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Many of the policies and programs included in this draft plan will enable residents the opportunity to live, work, shop, and recreate within local areas therefore reducing their need to drive and minimize vehicle emissions countywide. This letter is broken into two sections of APCD recommendations: 1) those intended to help the Plan to be more consistent with APCD's CAP and 2) those intended to improve, clarify, and or support the Plan. *The following are APCD comments that are pertinent to this NOP.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter, with special attention to items that are highlighted by bold and underlined text.**

1. Contact Person:

Andy Mutziger
Air Pollution Control District
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-5912

2. Permit(s) or Approval(s) Authority:

Individual projects managed under the future Plan will have to meet the following construction and operational phase permit requirements from the APCD:

Construction Permit Requirements

Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. Operational sources may also require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers
- Portable generators and equipment with engines that are 50 hp or greater
- Electrical generation plants or the use of standby generator
- Internal combustion engines
- Rock and pavement crushing
- Unconfined abrasive blasting operations
- Tub grinders
- Trommel screens
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc)

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Eagle Ranch NOP for EIR
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To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Operational Permit Requirements

Operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the APCD's 2012 CEQA Handbook.

- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Dry cleaning;
- Boilers;
- Internal combustion engines; and
- Cogeneration facilities.

Most facilities applying for an Authority to Construct or Permit to Operate with stationary diesel engines greater than 50 hp, should be prioritized or screened for facility wide health risk impacts. A diesel engine-only facility limited to 20 non-emergency operating hours per year or that has demonstrated to have overall diesel particulate emissions less than or equal to 2 lb/yr does not need to do additional health risk assessment. **To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.**

3. Environmental Information:

The Plan under development has the potential for significant impacts to local air emissions, ambient air quality, sensitive receptors, and the implementation of the Clean Air Plan (CAP). A complete air quality analysis should be included in the DEIR to adequately evaluate the overall air quality impacts associated with implementation of the proposed Plan. This analysis should address both short-term (construction) and long-term (operational) emissions impacts (including traditional air pollutants and greenhouse gas emissions). The following is an outline of items that should be included in the analysis:

- a) **Existing Conditions.** A description of existing air quality and emissions in the impact area, including the attainment status of the APCD relative to State and Federal air quality standards and any existing regulatory restrictions to development. The most recent Clean Air Plan (CAP) should be consulted for applicable information and the APCD should be consulted to determine if there is more up to date information available.
- b) **Project Emissions.** A detailed quantitative air emissions analysis at the project scale is not relevant at this time.
- c) **Consistency Analysis.** A qualitative analysis of the air quality impacts should be conducted. A consistency analysis with the CAP will determine if the emissions resulting from development under the project will be consistent with the emissions projected in the CAP, as

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Eagle Ranch NOP for EIR

September 13, 2013

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described in item 6 of this letter. The qualitative analysis should be based upon criteria such as prevention of urban sprawl and reduced dependence on automobiles. A finding of Class I impacts could be determined qualitatively. The DEIR author should contact the APCD if additional information and guidance is required. All assumptions used should be fully documented in the DEIR.

- d) **Project Traffic.** To aid in the air quality analysis, the traffic study for the Plan should include the total daily traffic volumes projected. The traffic study results can be used in a qualitative analyses of the Plan to compare trip generation potentials between different alternatives and to consider effectiveness of mitigation methods for reducing traffic impacts.
- e) **Project Alternatives.** The DEIR should include a range of alternatives that could effectively minimize air quality impacts. A consistency analysis should be performed for each of the proposed alternatives identified, as described above. A qualitative analysis of the air quality impacts should be generated for each of the proposed alternatives. Examples include but are not limited to:
- Flexible zoning to promote mixed use and design standards that protect mixed use.
 - Increase the amount of neighborhood scale mixed use.
 - Additional density beyond proposed zoning allowances.
 - Design standards that require narrow streets and minimum front setbacks on structures.
 - Limiting the size of each arterial through the development. This reduces the need for noise barriers such as cinder block walls along roadways, decreases roadway widths, and slows the speed of traffic, creating an atmosphere that encourages walking and bicycling.
- f) **Mitigation Measures.** Mitigation measures to reduce potentially significant air quality impacts from construction and operational phases to a level of insignificance should be specified. If you would like to receive a copy of an example of a recommended format for the qualitative analysis section on air emissions impacts, contact the APCD Planning Division at 781-5912.

4. Permit Stipulations/Conditions:

In the preparation of the EIR, the preparer should refer to the APCD's CEQA Handbook for guidance on permitting, special conditions, air quality analysis, mitigating emissions, etc.

5. Alternatives:

Any alternatives described in the EIR should involve the same level of air quality analysis as described in section 3 above.

6. Reasonably Foreseeable Projects, Programs or Plans:

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Eagle Ranch NOP for EIR

September 13, 2013

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The most appropriate standard for assessing the significance of potential air quality impacts for the Plan's EIR is the preparation of a consistency analysis where the proposed Plan is evaluated against the land use goals, policies, and population projections contained in the CAP. The rationale for requiring the preparation of a consistency analysis is to ensure that the attainment projections developed by the APCD are met and maintained. Failure to comply with the CAP could result in long term air quality impacts. Inability to maintain compliance with the state ozone standard could bear potential negative economic implications for the county's residents and business community. The APCD's CEQA Air Quality Handbook provides guidance for preparing the consistency analysis and recommends evaluation of the following questions:

- a) Are the population projections used in the plan or project equal to or less than those used in the most recent Regional Transportation Plan for the same area?
- b) Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?
- c) Have all applicable land use and transportation control measures from the CAP and Regional Transportation Plan been included in the plan or project to the maximum extent feasible?

The land use and circulation policy areas contained in Appendix E of the APCD's CAP are crucial to the consistency analysis and should be specifically addressed in the DEIR. Implementation of these land use planning strategies is the best way to mitigate air quality impacts at a Community Plan scale.

These land use planning strategies are:

- Planning Compact Communities
- Providing for Mixed Land Use
- Balancing Jobs and Housing
- Circulation Management Policies and Programs
 - Promoting Accessibility in the Transportation System
 - Promoting Walking and Bicycling
 - Parking Management
 - Transportation Demand Management
 - Communication, Coordination and Monitoring

The formation of compact, pedestrian friendly and more economically self-sufficient communities will reduce automobile trip generation rates and trip lengths.

7. Relevant Information:

As mentioned earlier, the Handbook should be referenced in the EIR for determining the significance of impacts and level of mitigation recommended.

8. Further Comments:

Comment #4

Eagle Ranch NOP for EIR

September 13, 2013

Page 6 of 6

For Specific APCD Comments on the Plan, please reference the attached APCD letter on the Plan dated August 20, 2013.

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

Sincerely,



Andy Mutziger
Air Quality Specialist

AJM/arr

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Comment #5

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

September 12, 2013

Michael Conger
San Luis Obispo County
976 Osos Street, Room 300
San Luis Obispo CA 93408-2040

SCH 2013081038

Dear Mr. Conger:

COMMENTS ON THE NOTICE OF PREPARATION (NOP) FOR THE SAN MIGUEL
COMMUNITY PLAN DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

Thank you for the opportunity to review and comment on the NOP for the *San Miguel Community Plan draft EIR*. Caltrans offers the following comments for your consideration:

- The long term planning concept for US 101 has always included the conversion of existing expressway segments to full freeway status. This conversion will occur incrementally, over a long-period of time by transitioning all at-grade crossings and openings to interchange access only. Concurrent with this effort, Caltrans will advocate and promote the development of a more efficient and interconnected system of local roads within expressway areas. The *San Miguel Community* plan should factor this planning concept into its circulation element, in addition to planning for the impacts of future growth and demand on the transportation system. Also, the scope of consideration for the circulation element of the County study should be sufficiently broad, considering transportation challenges and opportunities as far south as the Welsona Road area.

If you have any questions or concerns, please feel free to contact me at (805) 549-3103 or larry.newland@dot.ca.gov.

Sincerely,

Lawrence C. Newland, AICP
Planning Branch Chief South
Caltrans District 5

"Caltrans improves mobility across California"

Comment #6

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
 SAN LUIS OBISPO, CA 93401-5415
 PHONE (805) 549-3101
 FAX (805) 549-3329
 TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
 Be energy efficient!*

January 30, 2014

Mr. Michael Conger
 San Luis Obispo County Planning
 County of San Luis Obispo
 976 Osos Street, Room 300
 San Luis Obispo, Ca 93408-2040

Dear Mr. Conger:

SAN MIGUEL COMMUNITY PLAN/10TH STREET INTERCHANGE

This letter is a follow up to previous correspondence (September/November 2013) from Caltrans regarding the 2013 *San Miguel Community Plan*, and should be considered an addendum to those comments.

Since that time, I have discussed the 10th Street interchange with Mr. Dave Flynn of your agency several times. He has indicated strong public support for improving the 10th Street interchange by adding a southbound on-ramp. This modification would convert the interchange to a full access facility, a configuration that Caltrans supports. Mr. Flynn requested that I provide follow up on our initial comments, and general guidance, for moving an interchange modification project forward. We offer the following for your consideration:

- The San Miguel 10th Street interchange project is currently listed in San Luis Obispo Council of Governments' (SLOCOG) unconstrained 2010 *Regional Transportation Plan* (RTP). The county should work with SLOCOG to get this project into the constrained draft 2014 RTP. Please be advised that for any state highway project to be eligible for federal funding, it must be included in the current fiscally constrained RTP.
- In order for a new project to be considered, state and federal guidelines require a project to have a well-defined purpose and need statement. We recommend developing such a statement prior to submitting proposed projects to SLOCOG for the constrained RTP. Caltrans and the Federal Highway Administration offer guidance on this subject.
- In previous discussions with county Public Works staff, the issue of freeway interchange spacing has been raised as a concern at this location. This project should endeavor to meet all Caltrans design standards, including interchange spacing requirements. If it is not possible to provide a full standard alternative, a design exception (s) must be obtained for the non-standard features during the development of the Project Study Report (PSR). Please refer to Chapter 80, of the *Highway Design Manual* and the Chapter 21 of the *Caltrans Project Development Procedures Manual*, for detailed information regarding design exceptions.

"Caltrans improves mobility across California"

Comment #6

Mr. Michael Conger
January 30, 2013
Page 2

- A Project Initiation Document (PID) will need to be completed for the proposed project and the specific type of PID can be determined at a later date. Caltrans has instituted a pre-PID process, and I urge you to contact Ms. Claudia Espino at the appropriate time to discuss this approach. Ms. Espino can be reached at (805) 549-3640 or claudia.espino@dot.ca.gov.

I want to thank you for the opportunity to provide additional comments on the *San Miguel Community Plan*. I hope this letter provides your agency with guidance that will assist you in advancing this project. Please do not hesitate to contact me at (805) 549-3103 if you have questions or wish to discuss transportation issues associated with this plan.

Sincerely,



Larry Newland, AICP
Planning Branch Chief, South

- c. Dave Flynn, SLO CO PUB WKS
Glenn Marshall, SLO CO PUB WKS
Rich Murphy, SLOCOG

Comment #7

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



September 4, 2013

Michael Conger
County of San Luis Obispo
976 Osos Street, Room 300
San Luis Obispo, CA 93408

Dear Mr. Conger:

Re: SCH 2013081038 San Luis Obispo County San Miguel Community Plan - NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* for the proposed County of San Luis Obispo (County) San Miguel Community Plan project.

The project area includes active railroad tracks. RCES recommends that the County add language to the San Miguel Community Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

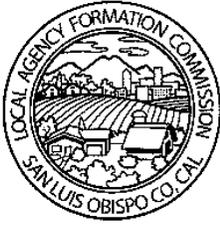
Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

Comment #8



LAFCO - San Luis Obispo - Local Agency Formation Commission
SLO LAFCO - Serving the Area of San Luis Obispo County

September 10, 2013

COMMISSIONERS

Chairman

MURIL CLIFT

Special District Member

Vice-Chairman

KRIS VARDAS

City Member

BRUCE GIBSON

County Member

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MARSHALL OCHYSKI

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City Member

DAVID BROOKS

Public Member

VACANT

County Member

VACANT

Special District Member

STAFF

DAVID CHURCH

Executive Officer

RAYMOND A. BIERING

Legal Counsel

MIKE PRATER

Analyst

DONNA J. BLOYD

Commission Clerk

Mr. Michael Conger, Project Manager
Long Range Planning Department
County of San Luis Obispo
976 Osos Street, Rm 300
San Luis Obispo, CA 93404

Subject: Notice of Preparation of an Environmental Impact Report (EIR) – San Miguel Community Plan Update

Dear Mr. Conger:

Thank you for the opportunity to provide comments regarding the scope and content of the draft EIR for San Miguel Community Plan Update. The Local Agency Formation Commission (LAFCO) is a Responsible Agency that may use these documents for consideration of any future annexation, Sphere of Influence Update, or Outside User Agreement to the District. The Community Plan Update area is within the District's service boundary area. The Sphere of Influence for the District is currently being considered by LAFCO and is expected to be completed by the end of this year. The SOI identifies areas which may be annexed into the District for services over the next 20 years. The Public Review Draft Sphere of Influence Update and Municipal Service Review is available at our website www.slolafco.com. Please consider the following comments when completing the EIR:

1. **Name of Contact Person.** David Church, AICP, Executive Officer, San Luis Obispo Local Agency Formation Commission, 1042 Pacific Street, Suite A, San Luis Obispo, CA 93401. (805) 788-2096.
2. **Permit(s) or Approval(s) Authority.** LAFCO is responsible for determining the Sphere of Influence for jurisdictions throughout the County, including the San Miguel Community Service District. LAFCO also considers any annexations or changes of organization to a jurisdiction's service area. A jurisdiction is required to obtain LAFCO's approval prior to serving a territory outside of its service area through an agreement with the property owner or expanding the services the District provides. The proposed expansion areas and general plan amendments are currently located with the Districts service area boundary, therefore would not be subject to LAFCO's local policies and procedures. The Community Plan discusses the potential for stormwater drainage facilities. The CSD does not currently have drainage powers. LAFCO's policies and procedures should be reviewed as part of the

1042 Pacific Street, Suite A - San Luis Obispo, California 93401
Tel: 805.781.5795 Fax: 805.788.2072 www.slolafco.com

CEQA process if LAFCO is to use the EIR as a Responsible Agency in considering activating any latent powers.

3. **Environmental Information.** Please find attached an exhibit that shows the current service area for San Miguel CSD in relation to the URL and potential expanded URL areas. Analysis of the environmental impacts related to any expanded service powers would enable LAFCO to use the EIR if in the future the District added drainage to its services. The EIR should address the capability of a jurisdiction to provide public services to existing and future residents with regard to water supply and demand, sewer capacity and demand, fire and growth and development, roads, and financial constraints and opportunities. LAFCO would use the EIR as a responsible agency if the document adequately addresses the impacts.
4. **Impact Analysis.** LAFCO policies and procedures should be incorporated into the impact analysis discussions as appropriate. LAFCO has polices that address the following impact areas:

Agricultural Resources	Public Safety	Water/Wastewater
Land Use	Growth Inducing	

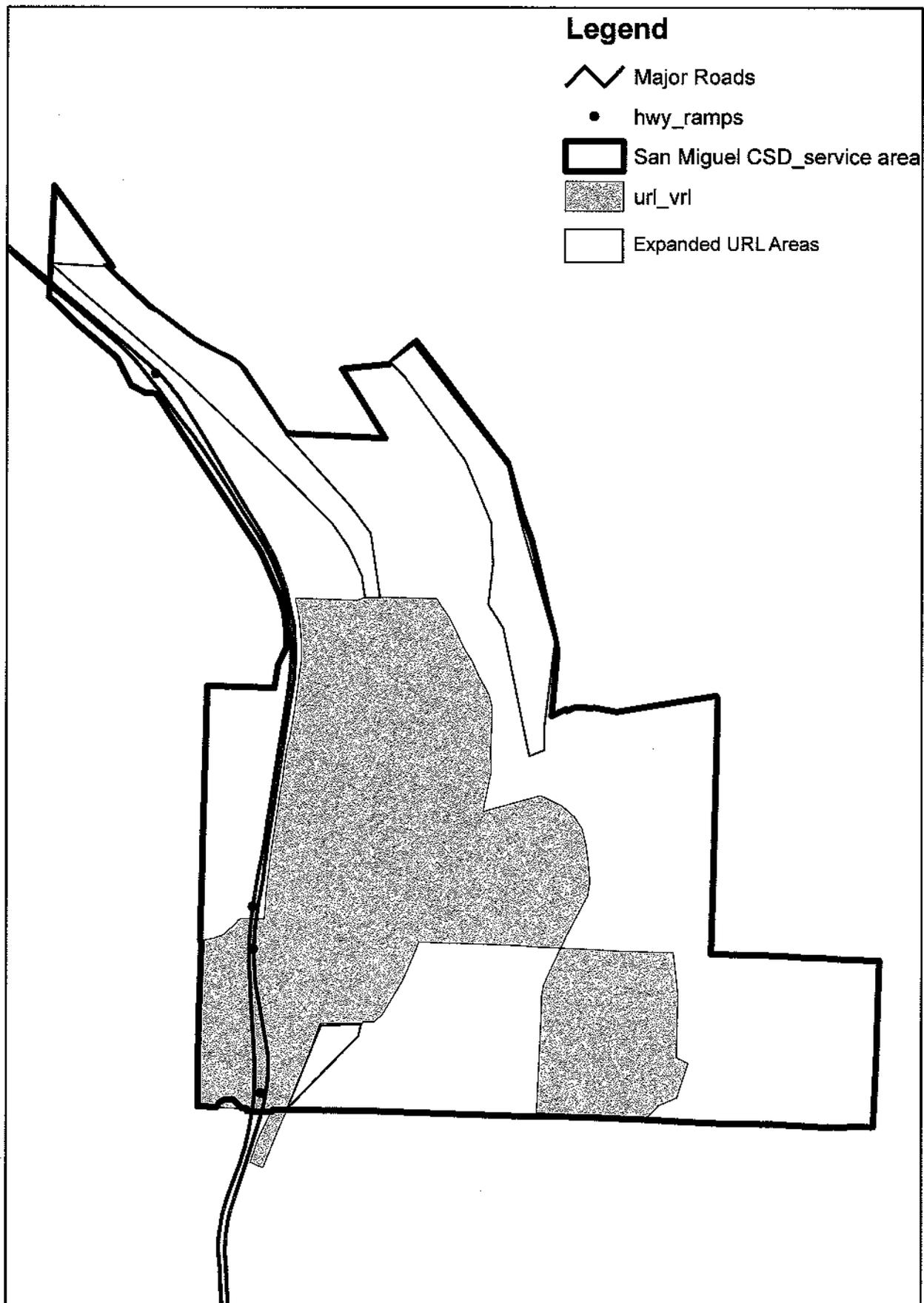
These impact areas should be analyzed for consistency with LAFCO policies.
5. **LAFCO Agricultural Policies.** LAFCO has adopted goals, policies, and guidelines regarding Agricultural Resources. These policies should be reviewed and analyzed or consistency with the proposed Community Plan Update. A key policy to be considered is the 1:1 substitution ratio for preserving prime agricultural land.
6. **Mitigation Measures.** Mitigation Measures that assist LAFCO in achieving its legislative goals such as reducing environmental impacts. Other key mitigation measures regarding roads and circulation, air quality, and public services should be noted. Mitigation measures that reduce impacts to resources assist LAFCO in the decision making process and should be identified.
7. **Permit Stipulations/Conditions.** LAFCO may consider conditions of approval on future actions.

We appreciate being contacted with regard to this project and look forward to hearing more about the plan as it progresses through the environmental review and planning process. If you have any questions regarding our comments please contact me at 788-2096.

Sincerely,



David Church, AICP
LAFCO Executive Officer



Comment #9



Re: San Miguel Community Plan 
Elizabeth Kavanaugh to: Michael Conger
Cc: Shaun E Cooper

08/06/2013 02:06 PM

Follow Up: Normal Priority.

Hi Michael,

Nice job on the Draft San Miguel Community Plan. I reviewed the draft plan with regards to consistency with the Parks and Recreation Element (PRE) goals and policies. Thank you for including Program 6-3 - Support enlarging San Miguel Community Park as that is a current project that Parks is working on. I might be at your community meeting on Monday night just to hear if any comments come up on this particular project.

I only have two other comments:

1) Figure 6a calls out a "potential future park site" at the northeast end of town near Indian Valley Road.

The PRE calls out a future trail at that site, not a park. In the future Parks may consider a future park at this location as the PRE calls out a new community park (25 acre) and a new neighborhood park (10 acre) somewhere in San Miguel. I just wanted to make sure you knew of the inconsistency between the plans.

2) Program 6-4: **N Street linear park.** Negotiate with Union Pacific Railroad in order to allow for the development of a linear park along the west side of N Street between 11th and 14th Streets.

A park at this site is not called out in the PRE and County Parks is not be interested in developing/maintaining a park at this site. The size is too small and the proximity to the railroad tracts make this area not a desirable location for a County Parks' park. We are aware that entities, other than County Parks, develop/maintain parks so we are not opposed to a linear park developed/maintained at this site by another entity.

The draft Salinas River Trail Master Plan calls out a potential trail along this area. Please see attached link for your review.

http://salinasrivertrail.files.wordpress.com/2013/03/srt_segment6.pdf

Let me know if you need anything else from us or you have any questions,

Thank you for a chance to review this draft plan,

Elizabeth Kavanaugh
Parks & Trails Planner
San Luis Obispo County Parks
(805) 781-4089

Comment #9

www.slocountyparks.org



Think Outside!

Michael Conger	SAN MIGUEL COMMUNITY PLAN Announcem...	07/29/2013 12:30:35 PM
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From: Michael Conger/Planning/COSLO
To: Michael Conger/Planning/COSLO@Wings
Date: 07/29/2013 12:30 PM
Subject: San Miguel Community Plan

SAN MIGUEL COMMUNITY PLAN

Announcement of community meeting and environmental scoping meeting

August 12, 2013 - 6pm to 8pm

Mission San Miguel Parish Hall - 795 SLO-Monterey Road

The San Miguel Community Plan will guide future growth and development in and around San Miguel through the year 2035. The plan identifies a vision for the future of San Miguel and describes how San Miguel would be a pedestrian-friendly community with a balanced mix of land uses, including housing, shopping, and services for residents. A variety of housing types are planned for households of different income levels. San Miguel would be home to a variety of businesses.

The San Miguel Community Plan also deals with infrastructure improvements, including expansion of the water and wastewater systems, road improvements, sidewalks, and bicycle routes. Improvements would be built gradually over a long period of time.

The Public Review Draft Community Plan is available at this site:

<http://www.slocounty.ca.gov/planning/sanmiguel>

What happens at this meeting?

- Introduction to the Public Review Draft San Miguel Community Plan
- Discussion of the planning process and opportunities to participate and comment
- Discussion of the environmental review process
- Input on potential environmental impacts and alternatives to consider in the Environmental Impact Report.

For more information, please contact:

Michael Conger, Long Range Planning

(805) 781-5136

mconger@co.slo.ca.us

Comment #10



CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

August 14, 2013

Michael T. Conger
San Luis Obispo County Department of Planning and Building
County Government Center
San Luis Obispo, CA 93408

RE: San Miguel Community Plan Notice of Preparation

Dear Michael:

Thank you for distributing the Notice of Preparation (NOP) on the Environmental Impact Report (EIR) for the San Miguel Community Plan Update. The City of Paso Robles has reviewed the NOP and the Public Review Draft of the San Miguel Community Plan, and has provided comments for considerations on both documents.

Comments on the NOP

The City concurs with the County's identification of potential environmental issues identified in the NOP. Suggestions are to develop a more robust analysis on a couple topics. These include elaborating on potential impacts and policy consistency with the State Water Quality Control Board measures on storm water management and implementation of Low-Impact Development measures.

Additionally, the NOP indicates that groundwater use would increase from 239 AFY to 483 AFY. While this is not a major increase in water use compared to basin-wide ground water withdrawal, discussion of the relevance of this impact and new regulations that are under consideration regarding ground water use in the Paso Robles Ground Water Basin should be addressed. New regulations may affect how or if expansion of ground water is timely or feasible.

Comments on the Draft San Miguel Community Plan

The Plan references preparation of the North County Habitat Conservation Plan (HCP) and potential outcomes related to biological resources. Since the HCP project is no longer being prepared reference to it should be eliminated (see pages 4-3, 4-4 & 4-7).

Comment #10

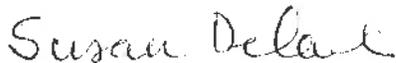
Reference to water resource strategies on evaluating access to the Salinas River underflow on page 4-5 appears inconsistent with the footnote that this water source is fully appropriated during the dry months.

In regard to circulation, page 5-2 references collector streets as having 12-foot wide travel lanes. This may be excessive given the low amount of traffic in San Miguel and costs to construct and maintain roadways. Additionally, page 5-7 references traffic control and traffic calming measures. The only difference between these two measures is stop signs, which do not calm or move traffic - they stop, delay and congest traffic. Given the small town character of San Miguel you may want to consider focusing on traffic calming versus traffic control. On page 5-10, Figure 5-C indicates the proposed travel lanes to be 19 feet wide. This is extremely wide (if not unheard of), and would likely traffic calming impossible.

The section on Stormwater and Flood Management continues reliance on drainage to the Salinas River as the primary method for stormwater management. This is contrary to best management practices as well as new requirements from the State Water Resources Board.

Should the County have any questions regarding the above comments, please contact Susan DeCarli, Planning Manager at 237-3970 or by email at sdecarli@prcity.com.

Sincerely,



Susan DeCarli, AICP
Planning Manager

Copy to:

Ed Gallagher, Community Development Director
John Falkenstien, City Engineer
Christopher Alakel, Water Manager

Comment #11



CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

September 10, 2013

Michael T. Conger
San Luis Obispo County Department of Planning and Building
County Government Center
San Luis Obispo, CA 93408

RE: San Miguel Community Plan Notice of Preparation
Follow-Up Correspondence Regarding Water Supply

Dear Michael:

This is a follow-up comment letter to the prior letter sent on August 14, 2013. The City of Paso Robles Water Division reviewed the Notice of Preparation (NOP) on the Environmental Impact Report (EIR) for the San Miguel Community Plan Update and has provided additional comments on the NOP.

In light of concerns regarding the Paso Robles Groundwater Basin the City strongly urges the County to consider securing the use of surface water in an amount at least equal to the estimated increase in water demand that would be necessary to expand the development potential of San Miguel.

Should you have any questions, please feel free to contact me at (805) 237-3970.

Sincerely,

Susan DeCarli

Susan DeCarli
Planning Manager

Comment #12



San Miguel Draft Environmental Impact Report
Ashley Lightfoot to: mconger

08/20/2013 01:40 PM

Hello Michael,

This is a response to the draft EIR that you sent to our district. The information you requested is:

1. I, Ashley Lightfoot, will be your contact
2. We, as the governing school district for 9-12 education i San Miguel, are thus the approval authority for all matters affecting 9-12 schools within the plan.
3. The environmental information supplied within the DEIR is sufficient for our purposes.
4. Our Permit Stipulations are contractor fees established in current statute. We anticipate that no additional regulations or policies will be necessary.
5. No study alternatives are necessary.
6. At this point, we have no reasonable foreseeable projects that will impact or be impacted by the project described in this DEIR.
7. None
8. None

But I do have a question... You state in the DEIR that the population is expected to grow to 3,650 by 2035. What is the current population according to county data?

Thank you

Mr. Ashley Lightfoot
Director of District Support Operations
Paso Robles Public Schools
805.769.1150 Ofc.
805.237.3425 Fax

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Comment #13

- 1) Where are there existing fire access concerns that need to be addressed (i.e. health, safety, welfare concerns)? So far, I've heard Kennedy Lane, the N Street alley (11th to 12th) for Casa Blanca, and the private driveways in the Barker development on 11th.
- 2) What recommendations does the fire department have for improving the fire safety access in these locations?

Kennedy Lane – This road is not wide enough for emergency vehicles to safely pass through. In the past it was determined that the fences were on the property lines, if it was possible to move the fence on the south side several feet to the south this would allow safe passage of emergency vehicles to the end of Kennedy lane. Currently emergency personnel have to either park at river road and walk in or would have to utilize the driveway to the north of Kennedy Lane and cut through the fence to access homes at the end of Kennedy.

N street Alley – This alley is fairly narrow however it does allow enough room to safely maneuver emergency vehicles for its entire length. We would recommend that this alley be made a fire lane with no parking for its entire length. We don't feel that it is necessary to make it one way since there is the ability to turn off into the Casa Blanca driveway. In this alley it should be part of Casa Blanca's requirement to provide enough onsite parking to accommodate their tenants and keep the alley clear.

Private driveways in Barkers project – The driveways in Barkers development current have no parking on one side of the road which for the most part the tenants follow. Although this is not the optimal situation it works and short of making both sides no parking there is little to do to fix the problem. One possibility is to connect those driveways through to the neighboring project on the north and have them go through to 12th street.

In general – since most of the alleys have become one way we have not had any problem accessing homes in the alleys, we do on occasion have to remind people that there is no parking in the alleys and they usually move their vehicles without a problem. We have more of a problem with trailers that are parked off the asphalt but so close to it that it becomes a sight problem or actually forces other vehicles to the other side of the road to clear them. If in the future we are able to keep alleys to a minimum width of at least 20 feet (fire lane no parking, one way traffic) and two way roads minimum of 40 feet curb to curb. Additionally the bulb outs in the residential sections of San Miguel (Such as Mission Meadows Tract) cause congestion because cars park into the bulb out forcing the nose or tail of the car into the travel lane reducing the lane width. If the bulb outs can be removed or painted so that people don't park at them that would allow for safe passage.

Also in order to minimize congestion and fire hazard – Residential buildings cannot be more than two stories above the main street (IE: L Street), efforts should be made to build new homes a minimum of 10' apart and when new buildings are built next to existing buildings an effort should be made to space them 10-20 feet apart if the existing building is not sprinkled

Comment #13

Commercial buildings should not be more than two stories unless there is some outside method to reach the third floor but commercial buildings should not be more than three stories total, including attic space if used for mechanical equipment) The fire department does not have the ability within the department to mitigate fires or hazards above the 2nd story. We have mutual aide with Paso Robles Fire for a Ladder truck if it is needed, for the third floor. Also each development should have enough parking onsite to accommodate the proposed occupancy to keep cars from impacting the travel lanes, and blocking fire access.

Permitting-- The County should send ALL plans for proposed buildings or building modifications within the district to the CSD and Fire Department for review when they come in so that any requirements can be defined and meet. The county and the district should work together to make sure all projects are considered equally and regulations are imposed equally.

Comment #14

MEMORANDUM**San Miguel CSD
Draft San Miguel Community Plan**

Date: July 10, 2013

To: David Bentz, Interim General Manager, San Miguel CSD

From: Steven G. Tanaka, PE, District Engineer, San Miguel CSD

Subject: Review of Draft San Miguel Community Plan

CIVIL AND
TRANSPORTATION
ENGINEERINGCONSTRUCTION
MANAGEMENTLANDSCAPE
ARCHITECTUREMECHANICAL
ENGINEERING

PLANNING

PUBLIC WORKS
ADMINISTRATIONSURVEYING /
GIS SOLUTIONS

WATER RESOURCES

As requested, we provided a review of the subject Plan. This memorandum provides the District Engineer's comments to San Miguel Community Plan – Public Review Draft June 2013. The comments are specific to water and wastewater services, and general demographic information.

Page 1-3, Setting, and Chapter 2 Population. Year 2010 population is stated as 2,400 residents based on the 2010 census. Please clarify whether the population stated is for current population within the San Miguel CSD service area boundary, or if this population number includes residents in the unincorporated San Miguel area, but outside of the CSD service area boundary. Also, the 2010-2012 Resource Management System (RMS) Report prepared by County Planning staff indicates a 2035 population projection of 3,338 as compared to 3,658 projected by this Plan. Please clarify if this discrepancy may due to population counts inside and outside of the CSD boundary, land use changes, or other reasons.

Page 1-14, Policy 4-8, Recycled Water. The District in general concurs with, and supports the use of recycled water for public area landscape irrigation. However, this Plan should recognize that such water reuse requires a high level of wastewater treatment (tertiary 2.2 MPN complying with CCR Title 22 regulations), and dedicated distribution system, which typically is financially infeasible for irrigation demands for communities the size of San Miguel.

Page 1-14, Policy 4-8, Supplemental Water. The District considered supplemental water in years past when the Nacimiento Project was in its earlier planning stages. The cost of raw Nacimiento water alone, was too costly for the residents. The District would also be required to operate and construct a water treatment plant, also considered too costly for area residents. The only viable option for Nacimiento Water, would be for the District to percolate raw Nacimiento Water into the Salinas River Underflow, and extract the water, similar to what is being done by Templeton CSD and Atascadero Mutual Water Company. The policy statements for San Miguel contained within this Plan regarding supplemental water do not appear to be consistent with policy statements made in the Paso Robles Groundwater Basin Resource Capacity Study (adopted February 2011) specifically for the San Miguel area, prepared by County staff (refer to Land Use Actions, Items 7 and 8, Page 22 of RCS).

WALLACE GROUP
A California Corporation612 CLARION CT
SAN LUIS OBISPO
CALIFORNIA 93401T 805.544-4011
F 805.544-4294

www.wallacegroup.us

Comment #14

Mr. David Bentz
July 10, 2013
Page 2 of 3



Page 1-17, Policy 7-4. The Policy should describe upgrades to the wastewater treatment plant to increase treatment capacity (to serve future growth demands), in addition to expansion of percolation ponds (to maximize GW replenishment).

Page 3-23, Indian Valley Road Area, Extension of Services. New development would be required to address funding and financing for extending new water/sewer services to the Development, and mitigating impacts to existing infrastructure required to serve the Development. The sewer extension would include installation of a new gravity sewer main in the existing bridge crossing the Salinas River (a corridor has been reserved for such future sewer line placement).

Page 4-4, Para. 4-1.2 A Statement is made that 46% of percolated groundwater replenishes groundwater supplies. How was this determination made? Also, the last sentence of this paragraph (on Page 4-5) states that underflow is “generally separated from the ground water basin..”, which generally contradicts the earlier statement regarding groundwater replenishment. Please clarify.

Page 4-5, Supplemental Source of Water. The third bulleted item indicates that “using water other than groundwater” is a water resources strategy for San Miguel, resulting from the Level of Severity III certification. Please see earlier comment regarding potential disparity between this statement and the adopted Paso Robles Basin RCS.

Page 4-5, Table 4-C, Nacimiento Water. Please refer to prior comment regarding Nacimiento Water.

Page 4-7, Policy 4-8, Recycled Water. Please refer to prior comment regarding use of recycled water in San Miguel.

Page 4-7, Policy 4-8, Seeking supplemental Water. Please refer to prior comment regarding Nacimiento Water.

Page 4-8, Tiered Water Rates. Please note that the San Miguel CSD currently has tiered water rates to encourage water conservation, and will continue to implement tiered water rates in the foreseeable future.

Page 7-1, Water System. The Plan describes the San Miguel CSD water facilities to include “pump stations”. There is one pump station on the east side of the Salinas River on River Road. This single pump station was used in the past to boost water pressure to the San Lawrence Terrace water tank. In 2009, the District completed a new 650,000 gallon water storage tank on the west side of the Salinas River, matching the water overflow level of this new tank with the existing tank in the San Lawrence Terrace, thus eliminating the need for this pump station. The pump station, however, remains operational although it is rarely used.

Page 7-1, Water Systems, Alley Water Mains. Elimination of the alley water mains will also benefit the District and community as a whole, by eliminating high-maintenance, difficult to access undersized water mains, and eliminating the

Comment #14

Mr. David Bentz
July 10, 2013
Page 3 of 3



inadequate health separation between existing water mains and sewer mains in these alleys.

Page 7-2, Wastewater. The second sentence of the first paragraph indicates “In 2013, the sewer system did not extend east of the river.” The wording implies there may have been intent to extend the sewer system, but it was not accomplished. This sentence should be stricken. Alternatively, indicate “The existing sewage collection system does not extend east of the River due to the fact that all existing development east of the river is served by individual septic tanks. However, a corridor for a future gravity sewer is reserved within the new bridge to accommodate sewer service east of the River should it be needed in the future.”

Page 7-2, Wastewater, fifth bulleted item (expand wastewater treatment ponds). Please consider clarifying this to state “Expand wastewater treatment and effluent disposal capacity”.

Page 7-3. Policy 7-4. Please clarify “groundwater replenishment” relative to prior comment pertaining to the separation of Salinas River Underflow from the Paso Robles Groundwater Basin.

Page 7-3, Stormwater and Flood Management. It is suggested that a statement be added to make it clear that stormwater management is the responsibility of the County of San Luis Obispo, to distinguish that the San Miguel CSD is not responsible for stormwater management.

SGT:

Comment #15

SAN MIGUEL CSD: Dan Gilmore

From: "Dan Gilmore" <dan.gilmore@sanmiguelcsd.org>
To: <mconger@co.slo.ca.us>
Date: 01/23/2014 09:58 AM
Subject: San Miguel Community Plan

Hi, Michael. I am gradually getting up to speed on all things San Miguel, including the Draft Community Plan. I'm not sure I am qualified yet to second guess what has been prepared as well as comments prepared by others who have a much greater familiarity with the area. As I was reading through the Plan, however, I noted that Table 4-A Special Status Plant Species lists the least Bell's vireo, which is actually a bird. It caught my eye, as I have had to deal with these little buggers previously in my career. We should probably get him moved to Table 4-B. If I come up with additional (and hopefully more substantive) comments, I will certainly forward them to you.

Dan

Dan Gilmore, PE
General Manager

San Miguel CSD
1150 Mission Street
San Miguel, CA 93451
(805) 467-3388

Comment #16

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

Patrick R. McGill/UPC Senior Counsel-Real Estate, Law Dept.

P 402 544 5761
F 402 997 3603
prmcgill@up.com

December 9, 2013

VIA EMAIL ONLY

mconger@co.slo.ca.us

San Luis Obispo County
Department of Planning and Building
976 Osos Street, Room 200
San Luis Obispo, CA 93408

Re: San Miguel Community Plan Update
Case Nos.: LRP2010-00016 ("Project")

Dear Mr. Conger:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the County's notice on the above-referenced Project.

UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting San Francisco to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's rail network is vital to the economic health of California and the nation as a whole and its rail service to customers is crucial to the future success and growth of those customers.

Grade Crossing Safety

The safety of our employees, customers, adjoining land owners, and the communities we operate through is our top priority. UP focuses a lot of time and energy on grade crossing safety. Grade crossings are areas where railroad operations and the public come into close contact. New



Comment #16
San Luis Obispo County
December 9, 2013

grade crossing applications are closely scrutinized and we are always looking for opportunities to eliminate existing grade crossings, both publicly and privately owned.

We ask that the County keep in mind that new developments stemming from the Project may render inadequate the current safety devices located on nearby at-grade crossings. Additionally, any increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the County, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Should any part of the Project result in an increase in vehicular and pedestrian traffic, UP requests that the County examine these impacts to nearby at-grade road crossings to see if any mitigation measures should be included in the Project.

Zoning

UP believes that maintaining industrial use areas along existing rail corridors reflects good land use planning. During the preparation of the DEIR, UP requests that a study be performed to examine the Project's risks associated with any proposed residential zoning, commercial zoning, or zoning other than industrial, if any, near railroad property. For example, zoning that allows residential or retail uses near the rail corridor could result in increased pedestrian traffic, vehicular traffic and the likelihood of trespassing on the railroad right-of-way. Any land planning decisions should also consider that train volumes near the Project area may increase in the future and that nearby land uses should be compatible with continuing rail use.

Drainage / Fencing / Setbacks

UP requests the County ensure that the drainage plan relating to the Project does not shift storm water drainage toward UP property and infrastructure. Fencing and other safety enhancements, such as "no trespassing" signs, should also be installed between UP property and developments to prevent individuals from trespassing onto the railroad tracks. Additionally, buffers and setbacks should be required adjacent to the right-of-way.

Noise and Vibration / Horn Use

UP's 24-hour rail operations generate the noise and vibration one would expect from an active railway. Any increase in pedestrian and vehicular traffic over and around at-grade crossings may result in additional horn use by UP employees. As a mitigation measure, the County should require developers to disclose to the general public the daytime and nighttime noise levels naturally occurring with UP's long-standing freight rail service, as well as the pre-existing and predictably-occurring vibration. These disclosures should note UP's anticipation that train volume may increase in the future. Development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

UP appreciates the County giving due consideration to the above comments. Please

Comment #16

San Luis Obispo County

December 9, 2013

give notice to UP of all future hearings and other matters with respect to the Project as follows:

Austin Fearnow
Assistant Manager, Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690
Omaha, NE 68179
afearno@up.com

Please do not hesitate to contact Austin Fearnow if you have any questions or concerns.

Sincerely,



Patrick R. McGill
Senior Counsel – Real Estate
Union Pacific Railroad Company

cc: Austin Fearnow

Comment #17



San Miguel Community Plan

Clifford Smith to: mconger, bucklady

07/19/2013 12:19 PM

Note that the attached (if I was successful) includes detailed comments on Chapters 2 thru 3. I have also attached a summary of Chapter 3 in which I tried to identify the major issues. I will review the remaining chapters and get my comments in as soon as possible.Cliff



SM Community Plan.cwk SM Community Summary.cwk

SM COMMUNITY PLAN - COMMENTSChapter 1

1. This chapter contains fairly bland comments. Nevertheless, a couple of questions/recommendations are in order.
 - a. Top of Page 1-7: Where is “low impact development and resource conservation” defined?
 - b. Policy WR 1.14 on page 1-7: How about increasing the water supply? For example (1) look into obtaining water from the Nacimiento basin west of Hwy 101, (2) tying into the Nacimiento distribution project, and/or (3) removing high water using vegetation from the Salinas River Bed? This last option has the added benefit of addressing potential flood hazards.
 - c. Land uses and community design on page 1-8: Existing lot sizes and configurations Make it difficult for development meet various development standards. Add a policy to “encourage the combining of existing lots in order to allow for improved design options”.
 - d. Circulation and Public Facilities on page 1-11: Why is there no discussion of the existing circulation assessment district east of N Street and how its expansion or deletion fits into the identified priorities?
 - e. Paragraph 20 on page 1-12: How is this relevant? Even local farmers markets normally include significant amounts of foods grown “out of area.”
 - f. Policy 4-2 on page 1-14: The natural state of the Salinas River does not include the current over growth of vegetation within its bed. This policy should recognize the need to remove such vegetation for flood control and/or water conservation purposes.
 - g. Policy 4-5 on page 1-14: San Miguel should not be “required” to conform to a north county HCP. It should have the discretion to conform only to those provisions that the community feels are relevant to its needs.
 - h. Policy 4-9 on page 1-15: Insert the phrase “recognizing the extent of historic disturbances ”Between feasible and with in line 2.
 - i. Policy 4-10 on page 1-15: Riparian vegetation is seldom, if ever, “significant”. Delete “riparian vegetation? from lines 1 and 2.
 - j. Policy 5-3 on page 1-15: How do “walled off developments” encourage or discourage street, etc. as an essential component of community life?
 - k. Policy 6-8 on page 1-16: The SM Fire Department is “responsible” for community fire protection. As such this policy should identify that their roll in identifying fire safety needs for local projects is significantly more that simply providing “input.”
 - l. Policy 7-2 on page 1-17: Doesn’t the CSD already own the water rights within its boundaries?
 - m. Policy 7-5 on page 1-17: Doesn’t the community already have an approved community-wide drainage plan?
 - n. Policy 7-8 on page 1-17: How does this policy relate to the existing drainage plan which essentially carries water to the Salinas River?

Comment #17

Chapter 2

1. This chapter includes primarily statistics and some generalized statements. Nevertheless, a couple of comments/recommendations may be in order.
 - a. Program 2-1 d) on page 2-10: I assume site improvements in this case is limited to infrastructure improvements?
 - b. Program 2-3 on page 2-11: A buy local program may be someone's desire but it is normally not economic. Business people are smart enough to know when local purchases make economic sense and when they do not. Even a farmers market normally includes products that are not "local". The second paragraph referring to "multiplying profits" is speculative at best and, most often, simply false.
 - c. Program 2-6 on page 2-11: The last sentence under this program suggests exploring additional "standard" (ie requirements). Exploring for options and opportunities may make sense but we don't need and further requirements imposed on San Miguel.

Comment #18



San Miguel Plan Comments
Clifford Smith to: mconger

07/21/2013 05:22 PM

Michael:

My previous transmittal of my comments may not have been readable since I failed to convert to PDF. Let's try it again. Also, the comments now include Chapters 1-5.....Cliff



SM Community Plan.cwk (WP).pdf SM Community Summary.cwk (WP).pdf

Comment #18

Chapter 3

1. This is where the policies in Chapters 1 and 2 are translated into specific land use recommendations. As such, it is important to insure that our previous comments were received and considered. When rejected, staff should provide their reasoning.
 - a. 3rd paragraph on page 3-3: A coherent street system is known in principle. The greatest deterrent development on the east side of N Street has been the irregular size and shape of existing lots.
 - b. Last paragraph on page 3-3: I understand that all of the RR's surplus lands west of the RR tracks has been sold and combined with lots fronting on the east side of Mission. I believe there is an existing parcel map on file.
 - c. Paragraph (2) on page 3-13: Placing RSF together with CS in this area should be reconsidered. The plan seems to recognize the inherent land use conflicts and suggests mitigation factors. However, these factors are themselves land intensive and will reduce the availability of job generating CS lands. Is CS another name for light industrial? If not, light industrial should be considered in this area.
 - d. Paragraph B (1) on page 3-15: The real issue with development of this parcel will be compatibility with development to the north and south. Secondly, however, will be the need to insure that whatever is developed does not compete with the downtown CBD.
 - e. Paragraph B (2): Would light industry be able to afford a sewer extension better than CS or RSF?
 - f. Paragraph D on page 3-16: Historically the residential mixed use approved downtown has not been utilized. I believe a provision was approved to allow for space that could be utilized for either residential or office space. This modification should also be included in this discussion. Additionally, some more thought should be given to horizontal mixed use along N Street. SM's available land is already too scarce.
 - g. 2nd paragraph at top of page 3-19: REC zoning for this area has been previously considered and rejected based on safety concerns. Children from the RMF zoning should not be drawn to play in an area along the RR tracks. Some, or all, of this land should be considered for downtown parking (see I below).
 - h. Paragraphs A and C on page 3-20: This part of the plan should clearly identify how flood control and sensitive resource areas must coexist. It should clearly provide for vegetation removal within the river bed. In fact, it should also discuss how sand removal within the river bed might also improve flood control without significantly impacting the area's sensitive resources.
 - i. The fourth and fifth paragraphs on page 3-21 need clarification. First, development east of Mission was planned to be shielded from N Street by fencing along the railroad tracks. A fence design was previously approved and was intended to be on both sides of the tracks. Second, rather than proposing a park on surplus railroad property along N street, this area should be considered for downtown parking. (see g above).
 - j. Some comments on the Indian Valley Road Area discussion on page 3-23:
 - (1) Is CS zoning essentially light industry? If not we should consider light industry in this area.
 - (2) Open space may be reasonable within the set back along the river but neither it nor the park lands should be considered elsewhere. The community actually needs more land that can be dedicated to producing jobs. The same objections hold for the RSF proposal.

Page 3

Comment #18

Chapter 3 (Cont)

- k. Paragraph 3-3.4 on page 3-26: (1) Fractured ownerships are only part of the problem. The main problem is the irregularly shaped and sized parcels that currently exist. An incentive for lot consolidations should be developed. I also question, at least, the development of offices, sports and recreation and warehousing in this area. This is an area that can support the downtown's tourism businesses. (2) Also, recommend that all roads (bottom of page) be public. Private roads will only create conflicts.
- l. Figure 3-P on page 3-28: Proposed revisions should be considered within the context of the community's overall plan and the adequacy of the site specific environmental review(s).
- m. Policy 3-2 on page 3-31: Most of these bullet point are little more than space fillers. Promoting community health would seem to include regular maintenance of the Salinas river bed (trees and silt), developing a trail along the river bank, expanding the assessment district east of the railroad to funding for streets and parking, etc.
- n. Policy 3-12 on page 3-32: This policy should clearly indicate that mixed uses downtown should be designed to accommodate either residential or office space. This was previously agreed to because there was no demand for residential uses over the current downtown commercial facilities.
- o. Policy 3-15: Building sizes should be based primarily on cost considerations. Floor area ratios can be developed within the buildings to meet individual business needs.
- p. Program 3-1 on page 3-32: This policy (or a new one) should identify the need to review the validity of existing environmental determinations on approved, but yet to be developed, development proposals.
- q. Program 3-2 on page 3-33: This program should include a recommendation for partnerships - primarily with schools.
- r. Program 3-4 b) on page 3-34: A parking program should be incorporated into the existing street assessment district east of the railroad tracks.
- s. Program 3-5 c) and d) on page 3-34: This discussion should be reconsidered. As indicated previously, parking may be a better use than parks. This program should, at least, include parking as an option.

Comment #18

Chapter 4

1. This chapter offers several policies and programs that focus primarily on a countywide perspective. Not enough consideration is given to unique local conditions. Further, some of the recommendations include special restrictions and requirements that are not thoroughly explained. Some specific comments:
 - a. Chapter 4-1 refers to “native” trees, “natural” features, and “riparian forests” but provides little or no context. For example, there appears to be some differences concerning the types of trees that are “native” in San Miguel; the term “forest” connotes vast woodlands; and “natural features” fails to when a given feature is “natural” (i.e. during the mission era, during WW II or today).
 - (1) The importance of this observation will become clearer as the implementation process begins and the lawyers get involved.
 - b. Paragraph E on page 4-3 refers to the North County Habitat Conservation Plan (HCP) and concludes that it will likely result in new community development standards, as well as permanent open space or conservation easements.
 - (1) The HCP is regional in nature and has little or no relevance to lands within San Miguel’s urban reserve line (URL). For this reason the Community Plan should specifically recommend that the HCP exempt the community of San Miguel within its URL.
 - c. The discussion of water resources on page 4-4 includes several statistics that should be verified by the SMCS D. The CSD should also note the recognition of the Salinas River underflow as a future CSD water source.
 - d. Natural Resource Policies
 - (1) Policy 4-2 on page 4-6 should include some context for “natural state”.
 - (2) Policy 4-3 on page 4-6 should include some definition for “flood plain”. Further, the second sentence should be deleted since, to my knowledge, building within a flood plain is not prohibited if the ground floor is kept above the calculated flood level.
 - (3) Policy 4-5 on page 4-7 should be deleted since the future HCP requirements will be based on a macro, rather than local, view of the area. Suggest this policy be revised to recommend the HCP specifically exempt the San Miguel urban area from its provisions.
 - (4) Add subparagraph f) to Policy 4-8 on page 4-7 to address high water use vegetation within the Salinas River bed. It might read something like “Maintain the Salinas River bed free from vegetation, especially those plants known for their high water consumption”. This is consistent with plan’s current recommendation (pgs 4-4 and 5), and program 4-4 a) on page 4-8 that the SMCS D consider the Salinas River underflow as a potential water source.
 - e. While San Miguel prefers exemption from the HCP, its inclusion in the “incidental Take Permit as described in Program 4-2 should be encouraged.
 - f. Suggest including the Estrella River and the Nacimiento Basin west of San Miguel as potential supplemental water sources c) and d).
 - g. Table 4-D should identify some of the historic development east of the Mission that has been lost.
 - h. Cultural Resource programs on page 4-13 refer to “official” and “designated” historic buildings. Since such designations include significant and costly implementation requirements, all plan references should clearly state that they are not required but merely recommended actions.
 - i. Change “implement” to “encourage” in Program 4-1 on page 4-15.

Page 5

Comment #18

Chapter 5

1. Much of the discussion in this chapter appears to be “boiler plate” and somewhat limited in addressing how such issues may actually apply to San Miguel. For example, the Complete Streets Act is discussed at the bottom of page 5-3, noting that “movers of commercial goods” have a right to use public roadways. But no specific policies or programs are proposed. Given the history of truck traffic through downtown San Miguel, this issue should be addressed; especially when a Class 3 bike route is suggested along Mission Street (Program 5-5 e on page 5-15).

Also, the discussion of RR X'ings on page 5-3 fails to identify the existing private X's on the Dickmeyer and Schmidt properties. How these X'ings are eventually used (or not used) will have a significant impact on the future of San Miguel and will require significant negotiations with both Union Pacific and the California Public Utilities Commission (CPUC).

- a. The old Paso Robles Airport Trail (actually referred to as the old San Miguel airport) discussion on page 5-5 doesn't make much sense given its location, ownership, and accessibility to the Central Business District (CBD).
- b. Is there a proposed route for the San Miguel Downtown Loop Trail between the adobe/mission and the river (page 5-5)? Should there be?
- c. I always believed that the Juan Bautista de Anza Trail route (page 5-6) was along the Salinas River trail in San Miguel. Shouldn't this plan at least include a map of the trail in the vicinity of San Miguel?
- d. Paragraph 5-3.3 on page 5-7 should also identify and discuss the private RR X'ings on the Dickmeyer and Schmidt properties.
- e. Paragraph 5-4 on page 5-7 identifies intersection bulb-outs as traffic calming improvements. However, experience with them indicates they are too big and their landscaping often blocks the view of persons backing out of the diagonal parking. In view of the many uses discussed for Mission Street, as well as the landscape recommendations, planning for this street needs better coordination.
- f. Policy 5-10 on page 5-14 proposes improved safety along the railroad corridor. How? Pedestrian improvements on 11th and 14th should be identified, as well as the 16th Street over crossing.
- g. Program 5-1. Is this the same fee program that is currently applicable east of the RR? If so, this program should clearly so indicate.
- h. Program 5-2 suggests forming a Community Facilities District (CFD) to supplement or replace the Road Impact Fee Program. However, under its latent powers, the San Miguel CSD could easily assume this authority if it were ever truly needed. This program should be DELETED. The road fee ordinance will suffice for now and into the foreseeable future. The last thing this community needs is another governmental bureaucracy with taxing authority.
- i. Program 5-5 on page 5-15. Only “consider” improvements within the context of all the proposed uses (including bike ways, bulb-outs, diagonal parking, width to accommodate truck traffic, landscaping, etc).
 - (1) Who will maintain the landscaping described in subparagraph a)?
 - (2) Subparagraph d) appears to suggest slowing down traffic after a vehicle has entered the cross walk. A good reason for a more expensive crosswalk?
- j. Again, a Class 3 bike route can only be considered within the context of the existing road width and the other proposed uses.

Page 6

SM COMMUNITY PLAN - SUMMARY

Chapter 3

1. The Chapter 3 Comments address specific comments by their location within the plan. This summary tries to identify the broader issues the specific comments raise.
 - a. Available railroad property west of the tracks has been sold and combined with lots along the east side of Mission Street. The only need in this area is to consider expanding the existing road assessment district (east of the tracks) to include this area (between 13th and 16th).
 - b. A community drainage plan already exists and should be incorporated (or at least referenced) in this plan.
 - c. Proposed land uses within the old airport area should be reconsidered because this is virtually the only site where light industrial, job generating, uses would be appropriate. (The Dickmeyer property may also be appropriate but the current access requirements make any development in the area cost prohibitive). The proposed mixed uses will require that significant portions of the area be dedicated to meeting various land use separation and set back requirements. Given the community's inventory of residential lands, the old airport area should be dedicated solely to jobs producing light industrial uses.
 - d. While the river is undoubtedly an environmental resource, it is also a community resource that needs to be used for recreation, environmental and resource protection. However, like all things the river, including its banks and its bed, needs to be maintained. Thus the plan should recognize that routine vegetation clearance and/or silt removal (at least) should be recognized as essential to providing the town with adequate flood protection and insuring the maximum recharge of the underground water resources on which it relies.
 - e. The greatest deterrent to development along N Street has been the irregular shaped parcels that do not allow proposed development to meet current county standards in a cost effective manner. The plan should consider what incentives it might offer to developers who propose to merge two or more of these lots. In addition, the plan should clearly indicate that proposed uses in this area should not "compete" with the downtown but "compliment and support" it.
 - f. Park development on the railroad's surplus property east of the RR tracks should be reconsidered, especially if residential multi-use is expected to develop along N Street. Children and RR tracks are not a good mix and the plan should do nothing to draw children closer to the tracks (even if they are fenced). Instead, the plan should consider this area for downtown parking
 - g. CEQA requires that environmental impacts be determined by comparing a proposed development against the property "as it exists" rather in it "pristine state". As such it is important that the plan recognize those areas where historical development may have impacted a given area - especially in the areas around the Mission.

Comment #19



one concern

Laverne Buckman to: Michael Conger

07/19/2013 07:00 PM

Michael,

I want to make sure you know my concern about the high concentration of multi-family housing zoning between N St. and the river--especially between 11th & 13th. My feeling is that we need to reduce density and/or requirements to make sure we don't end up with all low income concentration (like Oak Park/ north end of Paso Robles) in that one area. It already has a start. Not sure how to best accomplish that, but we definitely needs to have open space & not cram homes or apts together --more of the duplex or triplex type structures, I'm not sure, just concerned.

Laverne

“The good life is a process, not a state of being. It is a direction, not a destination.” – Carl Rogers, Psychologist

Wherever you are today, may the sun shine on you. Whatever you do today, may it give you a sense of peace and completion.

... Live simply. Love generously. Care deeply. Speak kindly. Leave the rest to God.

Comment #20



my ch. 3 comments fyi

Laverne Buckman to: Michael Conger, Cliff Smith

07/20/2013 06:01 PM

for what it's worth

Laverne

“The good life is a process, not a state of being. It is a direction, not a destination.” – Carl Rogers, Psychologist

Wherever you are today, may the sun shine on you. Whatever you do today, may it give you a sense of peace and completion.

... Live simply. Love generously. Care deeply. Speak kindly. Leave the rest to God.



Chapter 3 comments SMCP Draft Plan.docx

Comment #20

San Miguel Community Plan draft June 2013 ---comments

Chapter 3: Land Use and Community Design

1. p. 3-2 middle of page : remove old Paso Robles (never belonged to PR, privately owned by crop duster)
2. p. 3.3 need to clean up some discrepancies:
 - a. 3rd paragraph: N Street properties in vicinity of 14th – 11th contains a hodge-podge of parcels without proper consideration for roads and access. This land should not continue to be developed in a helter skelter manner without something in place to assure proper road widths and access for fire safety. When large parcels contain multi-family structures and back another parcel with same, it creates a fire and safety hazard when adequate roads are not provided.
 - b. Bottom paragraph. “Much of this vacant land is owned by the railroad” Not sure this is true. I believe that the property owner on Mission St. side of RR are not the railroad for the most part between 9th and 16th St. They do have right of way closer to RR but how much, I don’t know. I do know that there is not enough space for adequate parking.
 - c. Also in this section I think you need something about the parking situation as building develops in downtown. Right now vacant land is used for much of the parking even for businesses in existence on W. side of Mission St.
3. P. 3.4
 - a. Top of page: statement regarding RSF and RMF, is a dwelling the same as a unit?
 - b. Middle of page bullet on ag industry. Do not agree with that statement. The area has shifted from cattle, hay, wheat, and oats (dry land) to alfalfa and almond production and more recently to wine grapes. Farms used to supply food to local markets.
 - c. Last bullet: would prefer second statement to say : “While **earlier** boom/bust cycles were related to agriculture production **due to rainfall, more recently** they have been the result of changes in the military activities at nearby.....”
4. P.3.5 table 3-A
 - a. 2013 column, CR aren’t there presently 4 residential units in commercial retail?
 - b. 2035 CR looks like the commercial sq. footage is planned to double while the # or residential units will expand by a much greater amount. (approx..11 times)
 - c. 2035 expecting 47 more RNF unit increase while also expecting 44 unit increase in RSuburban. Is that RS increase expected by allowing extra buildings on existing lots? Or are there RS lots that presently do not have residences? Also expecting 290 more RSF?
 - d. Future capacity: Those numbers are interesting. What really caught my eye was the increase of 541 RMF bringing that total to 853 with average density of 12.6 (which of course means some higher some lower) while RSF only has capacity for 708 which means RMF will outnumber RSF and of course RS is significantly lower. Those numbers need to be different. Our smallest number for capacity should be in RMF if we are trying to maintain the rural character of our town.
5. P. 3.6 Table notes
 - a. gross acreage used for density calculations needs to be looked at for San Miguel

Comment #20

San Miguel Community Plan draft June 2013 ---comments

- b. last statement says (e.g. Purina Barn) There is no Purina Barn only the San Miguel Flouring Mill at north end of town with a Purina sign on it.
6. 3.8 chart indicates 20% of land is RMF and 29% RS, with RSF @ 51%. This again tells me the density is too high in RMF when I look at the capacity chart in 4.d noted above
7. 3.9 again interesting details and reminder to me that we need to limit density more than what is indicated at bottom of the chart. 18 units per acre is definitely too high on some of that land due to the land usability limitations. I do not like that single family can be as high as 12 units per acre. Homes in our mobilehome park are 8 per acre and they have very limited space as it is, If they were on individual residential lots I would think it should not be allowed—it is too compact for healthy living
8. 3.10 Again, this is supposed to be a rural community, but high density makes it a piece of a city put into our town. A range of density up to 26 units per acre should not be allowable in San Miguel. It should also not be clustered together in a large area of town like the plan shows on N St. between 14th-11th (and further So) all the way to the river.
9. . 3.10 Bottom of page. If I remember correctly, consensus was that L St. between 9th and 13th St. on the East side of L was not the wish of SMFC to have RMF. Consensus was that the section from 10th – 13th should NOT be designated RMF. The statement here would seem to indicate either side of L. Not sure where that came from. There is some mixed use in the area but I think we need to re-look at this.
10. P. 3.11 2) Eastside RMF: This is the section I have problems with the huge cluster of RMF.
 - a. In that first paragraph, it says “2 mobile home parks”—actually there is 1 mobilehome park and 1 trailer park (built in 1940’s as a trailer park, would not be allowed today)
 - b. End of that first paragraph needs to list points that would ensure compatibility with surrounding uses. (all uses are RMF pretty much, so are we talking about RMF uses or RSF in proximity to the huge RMF area?)
 - c. This whole neighborhood needs further consideration and clarification of what would be compatible with our “small rural community”
11. P.3.12 RSF
 - a. End of first paragraph, I’d prefer “May be” instead of “are generally allowable on lots of at least 6000 sq. feet.”
 - b. Second paragraph: cluster subdivisions: need more clarification to define limits on flexibility—leaves it wide open to allow the added smart growth incentives for reduced parking, reduced setbacks, etc and some of those incentives are not compatible with smart growth for San Miguel if we are to maintain our small town rural character.
12. P. 3.13—
 - a. 2/ east side RSF Again, I do not like reducing parcel sizes / higher density, because part of the property is in flood plain.
 - b. RS what is the lower density? Are they limited to # of units they can build? If they have 1 acre and build several homes, how can that still be considered RS? Second paragraph says some portions have been further subdivided but most lots are at least 1 acre. To remain in RS would seem that those 1 acre sites can only have 1 unit?

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- c. Also under RS, wondering if something should be said regarding the septic systems in that area and continuing to add those in close proximity creates more ground water problems? We should have input from the CSD regarding the impact this might have on the water supply? I know at one point the state was considering requiring elimination of some septic systems.
13. P. -3.14 Statement about central Business district: Need public restrooms included –presently we even have restaurants without public restrooms and the couple that do service the need from other businesses. In the last paragraph : besides sporadically developed (first sentence) you might add scattered and not well connected or something to that effect. The last statement actually applies only to the 3 newer buildings because of county planning requirement.
14. P.3.15 Agree with Cliff Smith’s comments. And where does light industry come into play? Isn’t it part of use in CS? Also think consideration should be given to zone alley-KSt. Between 10th and SLO Way in the similar manner to allow CR—might work for a grocery store as would other vacant lots in town, but there is more space there for parking.
15. P.3.16 E. Floor Area Ratios--- I don’t understand this, need an explanation. The” compact development form” makes me wonder !
16. P. 3.18—
 - a. Open Space Last sentence, wonder if that is accurate, I’m not sure where that is
 - b. Pub. Fac. Why isn’t the CSD building offices and Fire Station not listed?
17. P. 3.19 Few thoughts:
 - a. First paragraph needs to be reworked in light of our planned history project, perhaps if I check with Elizabeth K. she can work with us and Native Sons to design a conceptual plan to better fit. The figure 3-J should also be considered but we must include Native Sons in this as well as history committee
 - b. Rec. use on N St. might need further consideration for safety and again perhaps area that Elizabeth can assist with.
 - c. Cominging designations: overlays is an interesting description to me—where does the mobile home park overlay fit into this? Do we have any other overlays in SM? It would appear so on the next page, but where do we have a figure showing those overlays? Where are these overlays? Perhaps some overlays should be considered on terrace where there are septic systems?
18. P.3.20 & 21 few thoughts on 3.3.1 Town Center : don’t disagree with these statements, but...
 - a. .how do we control types of businesses allowed?—some businesses might be more appropriate on a side street than Mission itself??
 - b. Statement “land uses ...should visually convey that there may be points of interest worth visiting...” what does that mean? Not sure what this says .Perhaps you might want to indicate that once plans from history project are implemented close to Mission there may be some much needed visual indications that there are other points of interest worth visiting in San Miguel.
 - c. Vision on town Center—was that from Cal Poly draft? Can’t remember how to find this

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- d. Middle of p. 3/21, first sentence: I think it should say: “ The core of ... historic buildings on 13th St. between L & Mission St., as well as....”
 - e. Next to last paragraph p. 3/21 should include bicycle with ‘ pedestrian –friendly’, same with little star box, should not be allowed to compromise the pedestrian or bicycle environment.
 - f. Last paragraph p. 3/21: You can consider that fact, but should also consider the fact that businesses attract many non-residents and especially night activities or additional day time community activities and parking is very limited when East side of Mission is built out.
 - g. Concept Design on p. 3-22 Big question—how does this line up with existing planned development—Butterfields? I know he has a town center area close to where the “park” is identified but it is not that big. Sidewalks that were put in do not provide bicycle parking areas.
19. P. 3.27 The design in Fig. 3.0 bothers me because knowing the area, there is not fire access to those two areas with multiple units on the top right side of drawing.
- a. The private road and whole concept needs SM fire dept. approval to insure adequate space for emergency vehicles. Having a private road in our MHP I also know that it has to be maintained and in this particular situation I’m against a private road because I don’t think we can count on private owner to properly maintain and be responsible. Fire hydrants will also have to be provided and considered how to go into this area.
 - b. Seems it would make more sense to reassess some of these lot lines and figure out some way to reconfigure lots to accommodate safer and more orderly development.
 - c. Also, I’d have to check, but don’t think that the existing SFR home has extra lot behind it—think you need to look at who owns what there and how it is presently used and how it might be reworked as future development comes in –need to overlay that with existing and reconsider. Don’t think anything should be approved for that area until it is more clearly figured out.—same applies to the RMF between 12th & 11th toward River.
20. P. 3.28 Not sure why you are doing this. Sounds again like county planners wanting to increase densities in San Miguel. How do we ever get higher income homes if keep wanting higher density than we want?
21. P. 3.31-3.32 Policies
- a. 3.2 taken from Healthy Communities info but nothing specific,
 - i. I’d include limits on pavement which can also be connected to water conservation and cooling “the last crop is paving & housing”
 - ii. I’d add something about finding ways to make alleys wider and safer, especially at night by adding lighting. Alley need pedestrian and bicycle circulation consideration—the alleys should be on county’s list for figuring out a way to eventually cause them to be widened. I haven’t seen that mentioned in this plan and we talked about adding the set back requirements in alleys to

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- accommodate more space. Maybe even revert to two way alleys for the health of those who live in the alleys (less frustration)—less mileage on cars
- iii. What kinds of improvements could increase overall feeling of safety—hopefully these are addressed somewhere in this plan
 - iv. Trees are an important part of healthy communities—trees versus tall structures is cooling and provides more pleasant surrounding --that's the idea of country living vs. city, so trees need to be required more than I see in this plan thus far
 - v. Connecting with the river seems ideal way for sense of refreshing /healthy place to live—should be included here probably with the trails—even tho I'm not sure how that is going to work to be safe in itself.
- b. 3.8 add bicycle with pedestrian
 - c. B. Commercial land uses, I don't see a policy to encourage employment opportunities—a major deal
 - d. 3.12 combination of commercial and residential or office uses and I don't think encourage should mean require or receive pressure to.
 - e. 3.13 shouldn't light industry be mentioned here.
 - f. 3.15 what are those ratios for small downtown? Shouldn't it be related to the project/business planned or builders wishes? Maybe I need to understand what this means.
 - g. 3-17 leads me to a new policy: a policy to limit density allowable beyond method planners use—also eliminate some of those incentives offered for greater density
 - h. 3.18 Why is improve a policy without a statement of how? Maybe this requires some type of program to assist residents in tis area –there used to be county programs for low income –it's no longer easy to find
 - i. 3.17 again—the accommodating wide range ofdensities???
22. P. 3.32-3.34 Programs
- a. 3.1 like the idea, need “community preferred” more spelled out in this plan for that and also the incentives I assume this would come from planning?—still need parameters of “community preferred)
 - b. 3.2 assuming parks is working on this?
 - c. 3.3 These kinds of programs are easier to develop in city type leadership environment—I can see these could be perhaps taken on by various groups in town—which, by the way, are already overloaded with community service projects., but someone would have to lead the way.
 - d. 3.4 who's completing this?
 - e. 3.6
 - i. might want to include history project(trails under a,
 - ii. and history project under c –also in C might want to emphasize SM historical depiction in Public Art and Murals. SMRC has a guideline booklet for such that was developed several years ago. Not sure if the process for public input or

Attachment 5 - Correspondence

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who approves it is in it, but will get you a copy. I believe it was approved with last plan revision, but am not clear on this Perhaps it should be an addendum to plan?

- f. Add 3.7 historical project—a community wide project facilitated by SMRC but including SMAC and SM service organizations, school students, and community volunteers

Comment #21

Chapters 5,6, & 7 comments SMCPPlan

Ch. 5

Would like to generally see sidewalks not always requiring typical cement sidewalk, but compressed granite pathways, Therefore my preference would be to only require cement sidewalks on main artery /collector roads and see pathways or some alternative to cement sidewalks.

5.1 Reference to Figure 5-A (pg 5-8) is a surprise to have new roads identified. That chart seems to indicate a planned road system, but should be conceptual in nature and that should be obvious. How to make that happen in a manner that is not haphazard will be interesting. Main concern is that these roads be county maintained roads, not private. Private roads, especially those owned by multiple land owners lack the control element to keep them safe, and well maintained.. Also do not believe in forcing property owners to donate part of their land to a road, especially when it does not benefit them.

5-1.4 Alleys, alley east of N St. and between 11th & 12th is not mentioned and definitely need to be. Second paragraph begins "Alleys are encouraged..." Definitely disagree with this statement Think it may be a typo creating a statement that was not the intent. Last sentence in that paragraph says "to increase its on-site parking" which I definitely agree with but also think there needs to be a statement regarding an additional setback requirement. For instance, remember the garage that does not have space for a vehicle to park in the driveway to garage when garage door is down? They could convert that garage to other use and end up with no space to park without extending into alley.

5-2 .1 Seems to me that although it states where they are presently located, it doesn't indicate the inconsistency of the lanes, especially on Mission St. Know it mentions class 111 later as being workable where there is diagonal parking, but can't see how that is safe when you have many cars. Check out the parking close to PO and how difficult it is to safely back out there because it is so difficult to see if cars are coming as you try to back out. So a car would also have a hard time seeing a bike coming or a bike seeing that a car was backing out. To me it just seem much more dangerous.

5-2.2 Do not understand why K St. especially is not required to have curbs, gutters and sidewalks when other parts of town are. L St. perhaps makes a little more sense, but if you have home access on L St., sidewalks, curbs and gutters should be also there. Although, again, my preference would be walkways rather than cement sidewalks. Also seems it would help with drainage. Other thing about L St. Is that it is definitely a "route to school" and should have a walking path that is safe for students all the way from 9th to 16th. This street (L) should be a top priority for a walking path.

5-2.3: Trails, first sentence says "identifies several trails". I think you should say "identifies several proposed trails" At some point residents should see what those proposals are..I have been at the trails workshops and not seen some of what is talked about here. I will talk to Elizabeth about this. I know she said she'd be presenting something to SMAC when their planning got to that point.

Comment #21

5.3.3 RR 16th St. crossing is a SORE point with county in San Miguel. Saying more than “has been planned” would be helpful. It is our understanding that the money was there, it’s just something to do with RR and county not “seeing eye to eye” but I’m not sure what the real hold up is. Many individuals and school and SMRC were involved in pushing this project to happen and that’s been about 10 years ago. Our supervisor at the time made the RR people mad and they didn’t want to deal with SLO county. It would be great for San Miguel to see something happen here or have some good explanation as to why. I had mentioned to Frank that it might be up to him to make peace with the RR.

Figure 5-B note on side, is that reference to “eastside” of Mission St. or both, might clarify. Then looking at figure 5-C, I can’t see a safe bike path., nor on Figure 5-E Also, on Figure 5-E. Don’t like statement 4 at top or 3 at bottom discussing “privately owned and maintained” and “narrower sections may be approved where privately owned!! That’s where we get into the safety issues like in the alleys and multifamily on E. 11th

Figure 5-F The picture at top right shows too much bulb out

5-6: Policies Would like to see a policy of no private roads with shared ownership because of enforcement issues.

Policy 5-3: Would like to change the word encouraging to something more forceful

Policy 5-4: not sure how this could ever be discouraged, so it seems a useless policy

Policy 5-5: would like to see bicycle, pedestrian and recreational combined in a way to indicate a multi-use path rather than 3 separate.

Policy 5-7: Would like to add to this off road parking for each unit.

Policy 5=10: good idea, but how?

5-7 Programs

Program 5-1. Not sure how this would be done, but not sure community would want an additional assessment.

Program 5-2: Not sure how this would work. Most developers live out of district and seems like it would then become like an HOA fee and district?? Doesn’t seem like a good idea to me, but I don’t see how it might possibly work.

Prog. 5-3: Yes

Prog. 5-5. C) not sure I understand what this means. And e) not sure how this enables them to avoid cars backing out?

Ch. 6 PUBL. Facilities Generally good

Comment #21

Policy 6-3: Aren't the school now on arterial roads? Or does arterial road mean collector road? Think I'm confused

6-2 Table 6-B Fr Reg. Park. Considered neighborhood park, on county property? This is a weird arrangement and perhaps needs to be addressed

Question about the San Miguel Staging Area on northwest of bridge—not sure that is on E or W side of Cross Canyon Rd, but on river side of that area is the site where mastodon bones were found, just FYI. My question is whether or not county already owns that parcel?

Program 6-4: Not sure there is space enough for safe park area—needs to be explored more.

6-3 needs CSD review and input. I also think there needs to be a policy in there regarding alleys.

6-6.2 on page 6-8, Program 6-8. Where it says provide incentives, that worries me because it doesn't say what kind and don't want to compromise our standards or density limits.

Ch. 7. Needs input from CSD, otherwise I okay with it.

Comments #22 and 23

Dick and Jean Hoffmann, San Miguel

From: "Dick and Jean Hoffmann" <dicknjean@tcsn.net>
To: "Mike Conger" <mconger@co.slo.ca.us>
Date: 08/20/2013 01:51 PM
Subject: Correction to the plan

Mike, I have noticed that Hoffmann is misspelled in the San Miguel Plan. Notice it is supposed to have 2 "f,s" and 2 "n's" HOFFMANN.

I do appreciate what you and Laverne have done with getting input into the San Miguel plan. Thank you for your time.....
Jean Hoffmann

From: "Dick and Jean Hoffmann" <dicknjean@tcsn.net>
To: "Mike Conger" <mconger@co.slo.ca.us>
Date: 09/20/2013 06:43 PM
Subject: Comments on SM plan

Mike, I have a few comments on the San Miguel Plan.

1. Two-way alleys should be put back into practice
2. It is a good idea to name the alleys
3. If there is to be a 'pathway' along L Street--that is from 13th Street to 14th Street, it should go all the way up 15th Street. The pathway as opposed to a sidewalk, could be done along the west hillside, but would need a retaining wall, and would effectively be on county property.
4. We need crosswalks on all parts of our intersections, not just on the 'north' side.
5. Definitely need a crosswalk on River Road and Mission.
6. Since San Miguel is a rural community, cutting back on use of cars is not the best idea.
7. Re-directing truck traffic onto N Street is not my first choice. There is a lot of foot traffic there with kids going to school and residential areas on N Street. Even now, there should be a stop sign on N and 11th Streets.
- Maybe make sure the speed limit is enforced for the trucks--and cars--would help with the wear and tear on Mission Street.
8. There should be some leniency with county permits for owners who we hope to encourage to clean up their property, and/or bring their homes up to date.

I also agree with the comments Laverne and Cliff Smith have sent in to you.
Also--again, I thank you for taking your time to work with our community on this plan.

Jean Hoffmann

Comment #24

Mary Kalvans, San Miguel

From: Laverne Buckman <2011smrc@gmail.com>
Date: Wed, Aug 28, 2013 at 9:42 PM
Subject: Re:
To: "marykalvans@aol.com" <marykalvans@aol.com>

Thank you for your input. They have every right to voice their objections either to the committee, michael conger from co. planning or to the planning commission hearing. Complaints can be in writing or verbally at meetings. The only suggested changes are for K L and N and adding names to alleys so those who face alleys can have a true address for emergency services. The K, L and N will still be there, just additional letters to turn them into names. The name list we came up with is a list of suggested names for creation of new streets in town, not for changing existing streets. I hope this helps clarify for you.

On Wed, Aug 28, 2013 at 4:19 PM, Mary Kalvans <marykalvans@aol.com> wrote:

Hi - I don't think the street names should be changed without a vote by the people- I'm hearing people complain that why should they have to change their stationary and home business license ? And whose going to pay for it. If I lived in town I wouldn't want to have to pay to change all my business stuff- I would probably be pretty mad. That include drivers license and credit card info. And probably more.

Sent from my Verizon Wireless BlackBerry

--

Laverne Buckman
SMRC Board of Directors