



Public Works Plan

Scoping Report ***for the Pismo State Beach and*** ***Oceano Dunes State Vehicular Recreation Area*** ***Public Works Plan and Environmental Impact Report***

August 2018



August 2018

Scoping Report

*for the Pismo State Beach and
Oceano Dunes State Vehicular Recreation Area
Public Works Plan and Environmental Impact Report*

Prepared for:

California Department of Parks and Recreation
Oceano Dunes District

Prepared by:

AECOM

2020 L Street Suite 400
Sacramento, CA, 95811

Table of Contents

	Page
1.0 Introduction	1-1
2.0 Summary of Key Issues Raised.....	2-1
2.1 Support for Project Features	2-1
2.2 Opposition to Project Features	2-1
2.3 Public Involvement Process	2-1
2.4 Suggestions/Requests – Park Operations	2-1
2.5 Public Works Plan.....	2-2
2.6 Environmental Analysis.....	2-2

Attachments

- A Notice of Preparation
- B Sign-in Sheets from Scoping Meeting
- C Public Hearing Transcripts
- D Written Comments Received

Tables

- C-1 List of Speakers at Public Scoping Meetings – May 22-23, 2018
- D-1 List of Written Comments Received



Acronyms and Abbreviations

CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
NOP	Notice of Preparation
OHV	Off-Highway Vehicle
PWP	Public Works Plan
RV	recreational vehicle
State Parks	California Department of Parks and Recreation
SVRA	State Vehicular Recreation Area





1.0 INTRODUCTION

The California Department of Parks and Recreation (State Parks), acting as the lead agency under the California Environmental Quality Act (CEQA) for the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area (SVRA) Public Works Plan (PWP), issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the project on May 9, 2018 (Attachment A). The NOP initiated an environmental scoping period for the project from May 9 – June 9, 2018.

On May 22, 2018 and May 23, 2018, two public scoping meetings were held for the project at the South County Regional Center in Arroyo Grande and the Radisson Hotel Conference Center in Fresno, respectively. These meetings provided an opportunity for the public to learn about the PWP and provide input on the scope and content of the EIR. Approximately 57 people attended the scoping meeting in Arroyo Grande and 39 people attended the scoping meeting in Fresno. The sign-in sheets from the scoping meetings are included below in Attachment B, and transcripts of oral comments received from members of the public during the meetings are included in Attachment C.

A total of 100 written comments were received from public agencies, local organizations, Native American Tribes and individuals.

Section 2 contains a summary of the key issues raised during the scoping period. Copies of all written comments received at the scoping meeting, via mail and email are provided in Attachment D.



This page intentionally left blank



2.0 SUMMARY OF KEY ISSUES RAISED

The following is a summary of the key issues mentioned in oral and written comments provided during the two scoping meetings and written comments received via mail and email during the scoping period.

2.1 Support for Project Features

- Support for the addition of a southern entrance to the park near Oso Flaco
- Support for a new campground at Oso Flaco
- Support for extension of a boardwalk between Grand and Pier Avenues
- Support for parking improvements at the Monarch Butterfly Grove

2.2 Opposition to Project Features

- Opposition to a new southern entrance to the park near Oso Flaco
- Opposition to a new campground at Oso Flaco

2.3 Public Involvement Process

- Hold meetings in Oceano and Guadalupe; do not hold meetings in the Central Valley
- Conduct meaningful consultation with Native American Tribes

2.4 Suggestions/Requests – Park Operations

- Construct a new motocross track in the Oso Flaco area
- Expand Off-Highway Vehicle (OHV) dune access
- No net loss of OHV riding area
- Restrict and/or eliminate OHV dune access
- Restrict and/or eliminate vehicles on the beach
- Consider alternative vehicle entrances and staging areas
- Prohibit vehicles from crossing the creek; construct a bridge to allow vehicles to pass over creek
- Add equestrian amenities such as equestrian trailer parking, horse camping, exclusive equestrian access to the beach, equestrian trails
- Add recreational vehicle (RV) camping areas with amenities
- Include ride-in access for OHVs from Oso Flaco campground to dunes
- Limit OHV riding hours and prohibit night riding (noise complaints)
- Designate beach areas where vehicles are prohibited
- Fence off Chumash sacred sites
- Improve beach access for disabled and handicapped visitors



-
- Prohibit the use of “caution tape” for demarcating beach campsites
 - Address litter on beach and dunes
 - Add a children’s play area and/or children’s motocross track
 - Maintain year-round fencing for threatened and endangered bird species
 - Install more trash cans and dumpsters on the beach and in the dunes
 - Improve restroom facilities – adding lights, more restrooms, etc.

2.5 Public Works Plan

- PWP should address coastal development permit number 4-82-300 requirements
- Ensure PWP is consistent with Local Coastal Programs (San Luis Obispo County, Pismo Beach, Grover Beach and Santa Barbara County)
- Ensure the PWP is consistent with the Stipulated Abatement Order
- Coordinate the PWP with the proposed Oceano Dunes District Habitat Conservation Plan
- Update the Oceano Dunes SVRA General Development Plan before approving the PWP
- The PWP should not replace the Coastal Development Permit
- Implement smart growth transportation improvements

2.6 Environmental Analysis

- Analyze air quality-related public health concerns regarding dust, sand, particulate matter
- Protect natural resources such as vegetation, wildlife (California least terns, plovers)
- Analyze economic impacts to nearby communities
- Analyze impacts of vehicle entrances including traffic, noise, air quality, and economic impacts
- Include existing traffic volume data no more than two years old for the traffic study
- Analyze waste impacts, water utility impacts, and economic impacts to the Oceano community





ATTACHMENT A

Notice of Preparation





This page intentionally left blank



State of California – The Resources Agency

DEPARTMENT OF PARKS AND RECREATION



Notice of Preparation of an Environmental Impact Report

Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

Scoping Period: Wednesday, May 9, 2018 – Saturday, June 9, 2018

DATE: May 9, 2018

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Preparation of an Environmental Impact Report
Pismo State Beach and Oceano Dunes State Vehicular Recreation Area
Public Works Plan

LEAD AGENCY: California Department of Parks and Recreation

NOTICE IS HEREBY GIVEN that the California Department of Parks and Recreation (State Parks) intends to prepare an environmental impact report (EIR), consistent with requirements under the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed Pismo State Beach (SB) and Oceano Dunes State Vehicular Recreation Area (SVRA) Public Works Plan (PWP), including proposed park improvement projects. State Parks will serve as the lead agency under CEQA.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that State Parks plans to prepare the EIR and request input on the scope of the environmental analysis. From public agencies, we are inviting comments on the scope and context of the environmental information that is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

SCOPING PERIOD

Comments on the scope of the Pismo SB and Oceano Dunes SVRA PWP will be accepted until 5:00 PM on Saturday, June 9, 2018. Please submit comments to:

By Email: info@OceanoDunesPWP.com

By Mail: California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

Written and oral comments will also be accepted at two scoping meetings, at the dates and times listed below.

SCOPING/PLANNING MEETINGS

Dual-purpose public meetings, for EIR scoping and PWP planning, will be held at the following dates and locations:

Date: Tuesday, May 22, 2018

Location: South County Regional Center

Address: 800 W Branch St, Arroyo Grande, CA 93420

Time: 5:30 p.m. to 8:30 p.m.

Date: Wednesday, May 23, 2018

Location: Radisson Hotel Fresno Conference Center

Address: 1055 Van Ness Ave, Fresno, CA 93721

Time: 5:30 p.m. to 8:30 p.m.

These meetings will offer an opportunity for the public to meet the planning team and learn about the PWP. The public is encouraged to provide input about recreation opportunities and experiences, and goals and guidelines for park operations and programs. The meetings will also serve as scoping meetings for the EIR and attendees will have the opportunity to provide input on the scope and content of the EIR. The two meetings will be identical in format and content. Each meeting will begin with an open house from 5:30 p.m. to 6:00 pm. The planning team will provide a brief presentation about the PWP and EIR at 6:00 p.m., followed by an opportunity for attendees to provide comments.

PROJECT TITLE

Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

PROJECT LOCATION

Pismo SB and Oceano Dunes SVRA comprise an approximately 5,500-acre area within the Oceano Dunes District of the California State Park System. Included within Pismo SB are Pismo Dunes Natural Preserve and Pismo Lake. Pismo SB and Oceano Dunes SVRA are located in San Luis Obispo County; approximately 14 miles south of San Luis Obispo (see attached regional map).

PROJECT BACKGROUND

Pismo SB and Oceano Dunes SVRA are managed in compliance with the 1975 General Development Plan. The General Development Plan provides direction and guidance for the park purpose, broad land use planning uses, and program-based goals and guidelines. The General Development Plan predates the California Coastal Act (Coastal Act) of 1976.

The existing Coastal Development Permit (CDP) A-4-82-300-A5, issued in 1982 for the entry kiosks and perimeter fencing projects, has provided direction to Pismo SB and Oceano Dunes SVRA for compliance with the Coastal Act. The 1982 CDP has been amended five times to accommodate additional projects and actions.

The proposed PWP will provide long-term Coastal Act compliance for existing and future park management activities and select improvement projects. The PWP will be consistent with the existing General Development Plan.

PROJECT DESCRIPTION

State Parks is preparing a Public Works Plan (PWP) for Pismo State Beach (SB) and Oceano Dunes State Vehicle Recreation Area (SVRA). A PWP is a long-range land use management plan for compliance with the California Coastal Act (Coastal Act) that is reviewed and certified by the California Coastal Commission. The PWP will document existing conditions, consider improvement projects and management programs to improve access for motorized and non-motorized recreation opportunities, and develop policies and programs. The PWP will also include a number of site specific proposed park improvement projects including the following:

1. Project A: Oso Flaco Campground and Public Access Project
2. Project B: Park Corporation Yard Improvement Project
3. Project C: Grover Beach Lodge Site Project (including La Sage Bridge and Dump Relocation)
4. Project D: Oceano Campground Infrastructure Improvement Project
5. Project E: Pier and Grand Avenue Entrances & Pier Avenue Lifeguard Tower Project
6. Project F: North Beach Campground Facility Improvements
7. Project G: Butterfly Grove Public Access Project
8. Project H: Pismo State Beach Boardwalk Project

California Resources Code (14 CCR § 13353) states that PWPs shall contain sufficient information regarding the kind, size, intensity and location of development activity intended to be undertaken including, but not limited to the following where applicable:

- (1) the specific type of activity or activities proposed to be undertaken;
- (2) the maximum and minimum intensity of activity or activities proposed to be undertaken;
- (3) maximum size of facilities proposed to be constructed pursuant to the plan and the proposed timetable for precise definition of all projects included in the plan and any phasing of development activity contemplated;
- (4) the service area for the proposed activity or activities;
- (5) the proposed method of financing the activity or activities;
- (6) the proposed location or alternative locations considered for any development activity or activities to be undertaken pursuant to the proposed plans.

POTENTIAL ENVIRONMENTAL EFFECTS

State Parks has determined that the following topics will be included for evaluation in the EIR for the PWP: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems.

INTENDED USE OF THE EIR

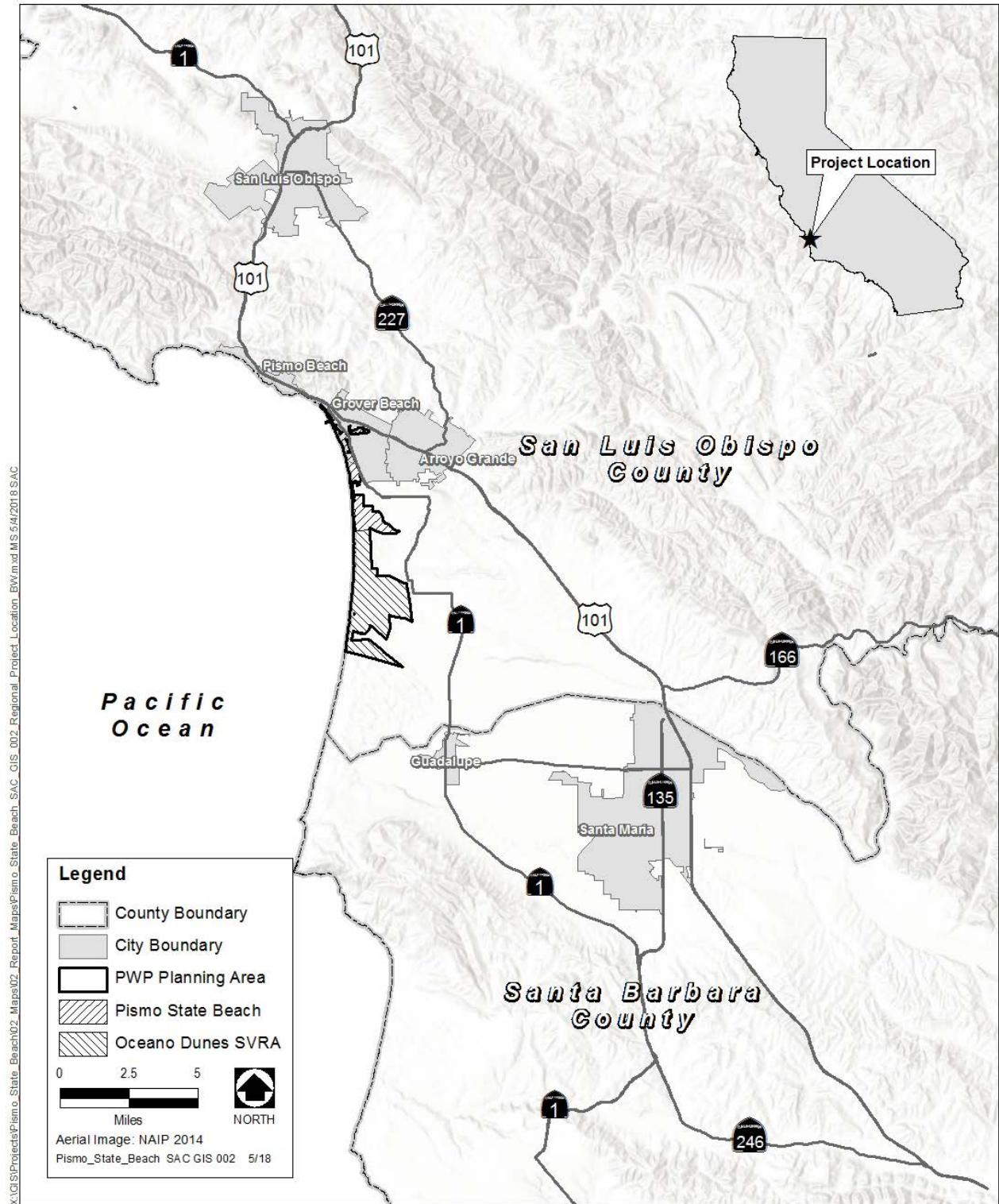
State Parks will use the EIR to consider the environmental effects of the proposed PWP and proposed park improvement projects and, if necessary, develop mitigation measures to reduce potential impacts resulting from PWP implementation. State Parks will also consider a reasonable range of alternatives when reviewing the PWP for approval. The EIR will serve as the CEQA compliance document for adoption of the PWP and implementation of the proposed park improvement projects and will be certified by the lead agency (State Parks) concurrent with PWP approval.

CEQA permits the use of a tiered process for environmental review. The first tier is a program-level analysis which comprehensively reviews the environmental impacts of a program as a whole at a broad conceptual level of analysis including cumulative impacts. Once certified, the EIR will serve as the programmatic environmental document to be referenced for implementation of future actions included in the PWP. It will serve as a first-tier document for the PWP.

The EIR will also include a project-level analysis for the site specific park improvement projects listed above. These projects will be sufficiently designed during the planning process to allow for a detailed analysis and the identification and disclosure of project-level environmental impacts.

Future implementation actions envisioned in the PWP that are found entirely within the scope of the EIR may not require additional environmental review. Those that do require additional review under CEQA may be able to use a streamlined or focused approach to CEQA compliance.

REGIONAL LOCATION MAP



Source: San Luis Obispo GIS; CA State Parks; State of California



This page intentionally left blank





ATTACHMENT B

Sign-in Sheets from Scoping Meeting





This page intentionally left blank





PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Nick Alter		850 Tempus Circle Arroyo Grande 93420	nickalter@mindspring.com	Y
MATT JANSSEN	SLO COUNTY	976 OSOS SL	MJANSSEN@CO.SLO.CA.US	N
Julie Tacker	public	P.O. Box 6070, Los Osos CA	jhedwardscompany@gmail.com	N
Jeff Edwards	public	"		
Heidi DiSalvo	Public			
LINDA Reynolds	Public		LREYNOLDS151@gmail.com	Y
MICHAEL BISHOP	CORVA	918 CALLE CORTITA ^{SANTA BARBARA} 93109	MBISHOP@SKCOM.COM	Y
Walt Whipple		2391 Brant St AG	W.whipple@ieee.org	N
Tamar Carmona	public			
Stephanie Little	Public	3070 Beachcomber Dr, MTB 93442		N
Kaylee Arthur	Cal Poly	241 E. Foothill Blvd, SLO, CA 93405		N
Melissa McNeal	public-local resident		melissam1048@gmail.com	
Beverly Sunfui	Retired	1880 Atlantic City Blvd G.B., CA 93433	bbsunfui@att.net	N
MARK LESTER	1	^{Paso Robles, CA 93446} 2425 Golden Hill Rd 810/106-248	MARK.LESTER@FIRSTSTAR.COM	Y
Sam Saltoun	not particularly	1918 Eucalyptus Rd Nipomo 93444	ssaltoun@verizon.net	N
Goya L. Southward		2352 Turnstone St. AG 93420	jsouthward@yahoo.com	Y
Gregory Peterson		" " "	gopeterson@yahoo.com	



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Rachelle Toti	resident		rachelletoti@yahoo.com	Y
Charles Felbaum	resident	494 Vista Del Robles		
Anthony Andre	out of Town	9729 Edna way, Hanford CA 93230	Anthonyandre21@yahoo.com	Yes
Bill Knoff	Friends of Oceano Dunes	17021 ARENA WAY, RAMONA, CA 92065	BKNOFF@COX.NET	✓
Leslie Bennett	resident	1383 Trail View Pl, Nipomo CA 93444	leslievbennett@mac.com	yes
Bonita Ernst	resident	1100 Belridge St, OCEANO CA 93445	bonnie@pacificcoastpro.com	/
Jocelyn Brenham	Arroyo Grande Grover Beach Chamber	800 W Grand Ave CA 93420		
Kris Sinay	resident	108 W Bennet Nipomo CA 93444	Kris@ClarkCenter.org	yes please
Dustin Gotchal	resident	Po box 1736 Nipomo CA 93444	Dusting5239@gmail	no
BRIT J SENSEN	RESIDENT	1880 ATLANTIC CITY 7102	BSansen2@gmail	
KARL TUPPER	APCD	3433 Roberto Ct, SLO, CA 93401	ktupper@co.slo.ca.us	✓
Sean Hayes	Pismo Dune Riders		SeanHayes2Home@yahoo.com	
ROSEMARY NELSON	resident	1928 Eucalyptus Rd, Nipomo	ROSEMARYNELSON@ME.COM	✓
Dustin Haring	Resident	1247 La Serena nipomo, CA 93444	Darksidefab17@yahoo.com	✓
CHRIS JAUREGUI	resident	736 Honey Grove Lane CA 9344	Hwy101 ^{surf} surf @gmail.com	✓
Wayne Vogler	resident	801 Turquoise Dr A.G.	Wayne.vogler@gmail.com	✓
Kobyn Mackey	Resident	1380 Rice St		NO



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Rebecca Bland	Cal Poly University	1857 Vicente Dr. San Luis Obispo	rbland@calpoly.edu	N
Steve Dayton	Stoves ATV Rental	1586 Redwood St Oceano, CA	SGDayton28@gmail.com	Y
Ginger Schenk		1302 Poplar St Arroyo Grande CA	gingerschenk@stcglobal.net	Y
Tina Ellis	ARNIES ATV		stella@hotmail.com	Y



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Nick Lalanne	Pismo Dune Riders	1329 Atlantic City Ave Grover Beach	Pismo Dune Riders@gmail	Yes
Gary Arcemont	SLO Co Air Pollution Control	3433 Roberto Court SLO	garcemont@co.slo.ca.us	Yes
Don Canfield	state parks	1725 23rd St. SAC CA 95618	don.canfield@parks.ca.gov	Yes
Sara Fellbaum	public	494 Vista del Robles, Arroyo Grande	epona101calypso@gmail.com	Yes
Sandra Tiffany	Nipomo Mesa Resident		stiffany60@mac.com	Yes
JOHN PHIPPS	"	1149 Tyler Ct. 93444		No
Bill Hayes		868 LAWRENCE, SLO		No
Paula Perkins	Nipomo Resident	1788 Louise Lane. 93444	prperkins@comcast.net	No
Tucker Max	Pismo Dune Riders	287 N. Hillcrest Dr. Arroyo Grande	pismodunriders@gmail.com	Yes
Jim Brantley	self	P.O. Box 3436 Pismo Beach	pismojim@gmail.com	YES
SHEILA BLAKE	Pismo City Council	1320 Longview Pismo Beach 93449	SHEILA.BLAKE@ATT.NET	Already on
Cynthia Replogle	Oceano Beach Community Assoc	1501 24th St, Oceano 93445	oceanobeachca@gmail.com	yes
MICHAEL YOUNG	CITIZEN	1928 EUCALYPTUS RD, NIPOMO 93444	MIKERO1@MAC.COM	
Lyndi Love-Hanning	N/A	1247 La Serena Wy, Nipomo 93444	lovehanning@yahoo.com	Yes
BOB PAVLIK	OHMURA	493 WOODBRIDGE SLO 93401		YES
Link Burch	State Parks	240 Aspen St. #3 A.G. 93420	L-buseh@yahoo.com	Yes
Yvonne Williams	Resident - Nipomo	1918 Eucalyptus Rd. Nipomo 93444	williams.yvonne.e@verizon.net	Yes



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Kim Warner		352 N. 13 th St. Grover Beach, 93437	kwarner@comcast.net	yes
Leah Van Otterloo		1857 Vicente Drive, San Luis Obispo 93405	leah.vano@gmail.com	yes

This page intentionally left blank



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Nick Lalanne	Pismo Dune Riders			
CHRIS DRUDGE	Pismo Dune Riders		Chris drudge@comcast.net	
Cheryl Hunter	Friends of Oceano Dunes			
Rob Hunter	Friends of Oceano Dunes			
Greg Ray	Friends of Oceano Dunes			
Andie Tiller			aundrea9898@gmail.com	
Bryce Tompkins			bryce+US13@gmail.com	
William & Kayla Wallace	Pismo Dune Riders & Friends of Oceano		WWallace75@att.net	
Sukhpreet Sahota	SS970TAS		Sahota700@gmail.com	



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
KEN OLSEN	MERCED RUNNABOOT		KENOLEO@SBCGLOBAL.NET	
STEVE LALANNE	Pismo Dune Riders		STEVE ^{LALA} LENN @YAHOO.COM	
MICHAEL ESTEP				
Jeff Wiedenhoef				
Stasha Tiller	Friends of Oceano Dunes		mestasha@gmail.com	
Anthony Andre	2 Broaden Ann.	9729 Edna way Hanford CA 93230	Anthonyandre21@yahoo.com	Yes
Geanna Scheer	Four Wheel Drive Club Fresno	P.O. Box 8292 Fresno, CA 93747	geanna ^{Fresno} 4x4@outlook.com	Yes
Ilene Anderson	CBD	660 S. Figueroa St., Los Angeles CA 90017	ianderson@biologicaldiversity.org	yes
Lorene Truong				
Roger Rodriguez		12506 E Ashlan Ave	paylestransmission@gmail.com	yes
AMY GRA	CORVA	1500 W. EL CAMINO #352 SACTO, CA 95833	granat.amy@gmail.com	YES.
Wayne Richardson	Fresno Sandpipers			
Michael Benites	atB Racing	614 N. Bethel	MichaelaBenites@gmail.com	yes



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Aaron Winer	MERCURY Runabouts		AWiner@ucmerced.edu	
GENE SCHROEDER	Friends of Ocean Dunes	34791 AVE 14 1/2 - MADERA CA 93634	MICHGENE@PACBELL.NET	Y
Alex Lehnert	KMPH	5111 E McKinley Ave - Fresno CA 93720		
John Dwell	KMPH	" "		
Narvell Conner	Stewards SVF	238 W. Brier Cir Fresno 93711	narvell10@att.net	Y
Jackie Hillhouse	4X4 CLUB	4186 S F RANWOOD AVE SANGER CA 93657	623 Sircracker@gmail.com	Y
Paul Tilla	FOOD			
LARRY VARRAS	FOOD			
Ryan Choate	Four Wheel Drive club of Fresno	8292 Fresno CA 93747 P.O. Box	ryan.fresno4x4@outlook.com	Y
Michael Schreiber				
Amy Melrose		12506 E. Ashlan Ave. Sanger, CA 93657	amelrose29@yahoo.com	Y
Jeff Blewett	CA14	3843 Hartvickson Ln Valley Springs 95252	ndnrc@cal4wheel.com	Yes
Travis Richardson	Sandpipers Bussert club	572 N Blythe Ave	Travis121585@aol.com	Yes
Aaron Gerber	OTB RACING	2771 Austin Clours CA 93611	gilgerber875@hotmail.com	Yes
Rob Mello		5222 E. Orleans CA 93727	-	Yes



PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Andrew Olson	Friends of Oceano	4901 E. Buckingham Way	olsonandrewa@yahoo.com	Y
Jacob ARTEAGA	FRIENDS OF OCEANO	2627 4th St.	arteaga.usmc@gmail.com	Y



ATTACHMENT C

Public Hearing Transcripts





This page intentionally left blank





Table C-1: List of Speakers at Public Scoping Meetings – May 22-23, 2018

Meeting	Name	Representing (if any)
Arroyo Grande	Nick LaLanne	Pismo Dune Riders
Arroyo Grande	Nick Alter	
Arroyo Grande	Jeff Edwards	
Arroyo Grande	Sara Fellbaum	
Arroyo Grande	Michael Bishop	
Arroyo Grande	Anthony Andre	
Arroyo Grande	Bill Knoff	Friends of Oceano Dunes
Arroyo Grande	Bonita Ernst	
Arroyo Grande	Tucker Max	
Arroyo Grande	Cynthia Repogle	Oceano Beach Community Association
Arroyo Grande	Rachelle Toti	
Arroyo Grande	Sean Hayes	
Arroyo Grande	Michael Young	
Arroyo Grande	Lyndi Love-Haning	
Arroyo Grande	Dustin Haning	
Arroyo Grande	Chris Juaregui	
Arroyo Grande	Andrew Christie	Sierra Club - San Luis Obispo Chapter
Arroyo Grande	Sam Saltoon	
Arroyo Grande	Mike Argentieri	
Arroyo Grande	Bob Cardona	
Arroyo Grande	Ginger Schenk	
Fresno	Nick LaLanne	Pismo Dune Riders
Fresno	Gene Schroeder	
Fresno	Steve LaLanne	
Fresno	Anthony Andre	
Fresno	Stasha Tiller	
Fresno	Narvell Conner	Stewards of the Sierra
Fresno	Rob Hunter	
Fresno	Ileene Anderson	Center for Biological Diversity
Fresno	Amy Granat	California Off-Road Vehicle Association
Fresno	Rob Hunter	
Fresno	Roger Rodriguez	



This page intentionally left blank

CALIFORNIA STATE PARKS
THE NATURAL RESOURCES AGENCY
OFF-HIGHWAY MOTOR VEHICLE RECREATION DIVISION

OHV PUBLIC MEETING
(Public Comment Portion)

May 22, 2018
5:30 p.m. to 7:23 p.m.

Held at
South County Regional Center
800 W. Branch Street
Arroyo Grande, CA 93420

Reported by THRESHA SPENCER, CSR No. 11788

SCRIBE REPORTING & LEGAL COPYING
Certified Shorthand Reporters
2319 K Street, Suite 201
Sacramento, CA 95816

916-492-1010

FAX 916-492-1222

INDEX OF APPEARANCES

OHV DIVISION STAFF:

MAT FUZIE, Acting Deputy Director

AECOM CONSULTANTS:

MATT HERTEL
PETRA UNGER

OTHER OHV DIVISION STAFF AND REGISTERED VISITORS

--o0o

1 ACTING DEPUTY DIRECTOR FUZIE: I do want to
2 clarify one thing, a good question that came to me
3 before the presentation.

4 We're not only considering those eight projects.
5 Those are eight projects we had heard about or were
6 underway in the scoping process before we started this
7 process.

8 So if you have other ideas, other projects you
9 want us to consider, please comment on those or give us
10 your information on that somewhere along the process,
11 either in writing or give us that information tonight.
12 I wanted to make that clear.

13 So our first three speakers are Nick Lalanne,
14 Nick Alter, and Jeff Edwards.

15 NICK LALANNE: Is this on? It sounds like it.
16 Thank you guys for being here with us. I represent the
17 Pismo Dune Riders. We have well over 20,000 members
18 and we're two years old. Although most of the members
19 are off-roaders, Monday through Friday there's a lot of
20 people that use that beach that do windsurfing,
21 surfing, jet skiing, fishing, and so we think it is
22 very imperative to maintain access to the beach through
23 the Grand and Pier Avenues. Because, like I said,
24 Monday through Friday, that's the majority of the
25 people that are using the park.

1 And the day use access, you know, on big
2 weekends and things like that, a lot of people vacation
3 in the area and barbecue on the beach, driving their
4 vehicles.

5 So those are kind of critical things that we
6 want to make sure that we keep available. We do like
7 the southern campground idea. I think that there's
8 some opportunities there for off-road recreation, maybe
9 look at a motocross track, farmlands are considerably
10 different than dunes. So I think a Motocross track,
11 possibly a four-wheel drive obstacle course, things
12 like that to utilize all the land that you have would
13 be a very good thing in that area.

14 There's a lot of use that goes on in the park,
15 and when you move that entrance south, there's going to
16 be people coming in from that area.

17 So I think it would also be a good idea to see
18 kind of some of the areas open throughout that entrance
19 kind of expanded. As we lose areas to the north for
20 the dust mitigation, just kind of shuffle the off-road
21 recreation areas that there are around so we can
22 basically maintain the 1,500 acres that we have to ride
23 and we don't just lose to the vegetation.

24 That's some of the stuff I'd like to see added
25 to it. And, if we can, you're looking at that lodge,

1 possibly get an off-road access straight from that
2 lodge into the dunes. I think that would be very
3 beneficial for the off-roaders and the people using
4 that and give them a place to actually sleep at night
5 and stay at and be able to drive into the dunes. Thank
6 you.

7 ACTING DEPUTY DIRECTOR FUZIE: Nick Alter, Jeff
8 Edwards, and then Sara Fellbaum.

9 NICK ALTER: First, I would like to thank you
10 for the public comments on scoping the EIR. It's very
11 important that all voices be heard, especially those of
12 the area residents who must live year round with all
13 the environmental impacts.

14 As you may know, Oceano is a low-income
15 community with relatively high unemployment rates
16 within the County. And, in 2013, the County issued an
17 Oceano Revitalization Plan based on an intensive and
18 highly-interactive public process of engaged residents,
19 including the public officials, community service
20 organizations, and other stakeholders.

21 And this process yielded a vision and an
22 implementation strategy to revitalize the Highway 1 and
23 adjacent streets and public spaces. Among its chief
24 aims were infrastructure and improvements and
25 development opportunities to encourage investment and

1 support business that would meet the daily needs of
2 Oceano residents.

3 While this plan has remained dormant since its
4 issuance back in 2013, there has been renewed public
5 interest in moving forward where the local leaders and
6 planners are taking a look at possible next steps.

7 It has ramifications for possible Pier Avenue
8 developments as well as for the southern staging area.
9 So in developing the ERA, in scoping the ERA, I urge
10 State Parks to stay in touch with the Oceano Community
11 Service District and the County's long-range planning
12 division about the possible impacts of the Public Works
13 Plan on this initiative to revitalize Oceano. Thank
14 you.

15 ACTING DEPUTY DIRECTOR FUZIE: Jeff Edwards,
16 Sara Fellbaum, and Michael Bishop.

17 JEFF EDWARDS: Good evening all. My name is
18 Jeff Edwards, and I'd like to thank Parks for convening
19 this session. I'm hopeful that the Public Works Plan
20 does realize the benefits to the ODSVRA.

21 I, too, am concerned about Oceano, and the fact
22 is the community of Oceano has, for decades, incurred
23 the majority of the impacts from the ODSVRA, yet has
24 realized only a small fraction of the economic benefits
25 overtime.

1 Currently, the primary access to the ODSVRA is
2 at Pier Avenue, and the impacts to not only the
3 vicinity of Pier Avenue but to the entire community
4 include noise, dust, trek out -- sand trek out; that
5 is, pedestrian and bike conflicts with vehicles, and
6 other issues. Oceano has basically been a subservient
7 to the ODSVRA for decades.

8 The original operating permit for the ODSVRA was
9 approved by the Coastal Commission in 1982, and in that
10 approval, special condition 1B, and I'll quote,
11 "Provided a permanent staging area shall be selected as
12 expeditiously as possible, but in no case later than
13 18 months from the effective date of the County's LUP
14 certification."

15 It's hard to understand why the primary access
16 remains at Pier Avenue. It's my hope and belief that
17 the Public Works Plan can and should be the mechanism
18 to establish a new access to the ODSVRA south of the
19 Arroyo Grande Creek. Elimination of the creek crossing
20 in this whole Public Works Plan is imperative in my
21 view.

22 This department commissioned an Alternative
23 Access Study in 2016, Condor Environmental Imperative.
24 The problem with the alternative analysis is that it
25 left Pier Avenue and Grand Avenue in as viable options,

1 and I think that's a mistake. Because clearly
2 environmental impacts would be a lesser extent at those
3 existing locations. So to have a real alternative
4 access analysis, I think you need to exclude those
5 locations.

6 Other options have included the Callender Road
7 area, the Philips 66 location, and the horseback
8 stables south of the creek in Oceano. A key factor to
9 consider when looking at access points is the existence
10 of the new U.S. 101 Willow Road interchange. This is a
11 new interchange that provides a direct access from
12 Highway 101 to Highway 1 at the coast.

13 Hopefully, the result of this changed access
14 location will have the effect of limiting vehicle
15 access at Pier Avenue, and what I would like to see,
16 and if I could extend my remarks a little bit I would
17 appreciate that. I'd like to see vehicle access
18 limited day use between Pier Avenue and Grand Avenue,
19 and no vehicle access south of Pier Avenue and between
20 Pier Avenue and the creek.

21 And I will state and until vehicle access is
22 limited to Pier Avenue, few private investment dollars
23 will be deployed at Oceano to improve that community
24 because that's how it's going to improve.

25 And I'll just close by saying that environmental

1 justice is a term you probably all have heard, and I
2 would submit to you that environmental justice at
3 Oceano is a case study in this connection. With the
4 poverty level being what it is, and I will tell you
5 that 100 percent of the students at Oceano Elementary
6 School are on free or reduced lunches, that should tell
7 you something about the composition of the community.

8 Thank you for the opportunity, and I'm looking
9 forward to significant additions to the list you've
10 already developed for projects.

11 ACTING DEPUTY DIRECTOR FUZIE: All right. Thank
12 you, Jeff.

13 Sara Fellbaum. And if I could just remind
14 everybody to keep the mic close to their mouths so that
15 we capture all of the statements. Thank you.

16 SARA FELLBAUM: Hi. My name is Sara Fellbaum,
17 and I am here because I enjoy riding my horse on River
18 Beach. And in order to continue riding horses on the
19 beach, it's really important for us, like the
20 equestrian community overall, to be able to park our
21 horse trailers somewhere close. And there's been a --
22 I don't know if the lot has been completely approved
23 yet, but it goes right where our equestrian parking is.
24 And I just want to make sure that you keep that promise
25 that we have horse trailer parking, because there's a

1 really big community of people who want to park there
2 and want to ride their horses on the beach.

3 It's been a part of the community for quite some
4 time. My friends and family, I'm here on behalf of my
5 mom as well, she couldn't make it tonight, so I just
6 wanted to make sure that you guys knew that there's a
7 lot of people who like to ride, and I know there was
8 parking that was -- they talked about putting it across
9 the street because of the lodge, but I think that got
10 shot down. So, hopefully, you guys can find a good
11 place for us to park instead, somewhere close, but not
12 too close to the dune riders because that's not great
13 for horses. Thank you.

14 ACTING DEPUTY DIRECTOR FUZIE: Thank you, Sara.
15 Michael Bishop, Anthony Andre, and then Bill
16 Knoff.

17 MICHEL BISHOP: Hi, I've been before this board
18 a few times. I think the Oso Flaco entrance is just a
19 breath of fresh air. It is a great idea.

20 I used Oso Flaco from '67 to '82 when it got
21 closed by the Coastal Commission, basically, and I was
22 on the OHV Commission when we tried to look for all
23 different alternative entrances, and we couldn't come
24 with anything that would fill the bill and provide for
25 that number of people with that -- Callender Road

1 didn't work. I mean, they just were logistically
2 impossible.

3 Oso Flaco is absolutely the best idea because
4 you can get the people that park on the beach sacrifice
5 their motorhomes to park out there. That salt air
6 destroys them. And when in '82 I was doing the Pismo
7 Dune Patrol, I had 100 members who were volunteers, so
8 we had to move to Oso Flaco up to on the beach, and our
9 stuff got wrecked. We ended up going to Moy Mel.
10 That's an ancient -- that's when the dunes were to get
11 out of the wind, and you're going to find a whole new
12 demographic using Pismo with Oso Flaco. You don't have
13 to let air out of your tires to your motorhome. Your
14 motorhome is not going to get ruined
15 in the salt air, and your kids can -- it was the most
16 amazing camp spot. And so I used it for 15 years, and
17 bringing that back would be absolutely awesome. Thank
18 you.

19 ACTING DEPUTY DIRECTOR FUZIE: Anthony Andre,
20 then Bill Knoff, and Bonita Ernst.

21 ANTHONY ANDRE: Good evening, everybody. My
22 name is Anthony Andre. I do not belong to an
23 organization. I'm an OHV recreational user. The one
24 thing I want to say is don't sell out the OHV fees. I
25 pay fees on my vehicles, \$364 a year. Those fees go to

1 safeguarding a place to ride today and tomorrow. If
2 you're going to close the park for vegetation, I would
3 like to see trails through the vegetation. Everybody
4 out there is respectful of the fencing. I have not
5 seen personally vehicles go across the fence lines.

6 Another thing is if you're going to find another
7 entrance, make it past the creek, because I hate going
8 through water with my \$70,000 vehicle. And then also
9 if you're going to do that, move the bird nesting for
10 seasonal down -- hold on. Before you start making
11 remarks -- move the bird nesting to Pole 1 and 2
12 past -- or before the entrance so that way we have that
13 part of the park open. You can still fence off
14 vegetation out there, but then you're going to give us
15 the riding area so we can still operate with
16 1,500 acres of riding.

17 Another one is I'd like to see kind of a push or
18 a parking line, because when high tide comes in,
19 everybody has got their campers or their vehicles for
20 the rental companies all up against the waterfront, and
21 it makes it really difficult for not only users of the
22 park but also for emergency vehicles trying to get
23 through that mess, and it's also a dangerous situation
24 for kids and people and everybody.

25 You know, and if you're going to go to Oso

1 Flaco, I would like to recommend maybe a day use
2 parking area. I know Oregon Dunes has a couple of
3 different parking areas that's for day use only. They
4 unload their vehicles from the trailer, go out riding
5 the dunes, come back, load up. And that way they're
6 not in the park itself, but they have access to the
7 park and don't have to air down, get stuck, get in the
8 way of everything else. With 34 seconds to go, I just
9 want to say thanks for listening to the public comment.

10 ACTING DEPUTY DIRECTOR FUZIE: All right. Thank
11 you. Just two reminders: One, if I get your name
12 wrong, please correct it on the mic. And the other is
13 let's respect everybody's comments, and just let's make
14 our comments and let them be. Thank you.

15 BILL KNOFF: Good evening. My name is Bill
16 Knoff, and I am a member of the board of directors of
17 the Friends of Oceano Dunes. In addition, I am a State
18 Parks volunteer at the ODSVRA and have been for a good
19 ten years.

20 I've been bringing my family here to the dunes
21 since the 1980s. Back then we had 15,000 acres to ride
22 on, now we have 1,500, and we don't want to lose any
23 more.

24 I ask that you get more proactive on growing the
25 park. You act fast to close areas but are very slow to

1 open additional areas to compensate. We ask that you
2 speed up that process to open areas so our riding areas
3 don't continually shrink.

4 Now, my wife wanted me to mention her desire to
5 keep the camping on the beach as much as it is today
6 with tents, RVs, toy haulers, because it is her
7 favorite place to camp in the world, and we come here
8 six to seven times a year from Southern California.

9 I do want to thank you for taking the time to
10 listen to the users of the ODSVRA and including riders
11 as stakeholders in this process. The Friends of Oceano
12 Dunes want to work with you. All we want is no net
13 loss of riding areas.

14 If you take three acres, open up three acres,
15 and we don't want to lose any more riding area. Thank
16 you for your time.

17 ACTING DEPUTY DIRECTOR FUZIE: Thank you.
18 Bonita Ernst, then Tucker Max, and then Cynthia
19 Replogle.

20 BONITA ERNST: Thank you for allowing me to
21 speak. I did bring some photos, but I guess they'll be
22 part of my packet because they're kind of important.

23 First, I would like to address the PWP plant as
24 it relates to my town of Oceano where I lived and owned
25 a home for nearly two decades. I was going to read

1 from Senate Bill 249, but you probably know what that
2 means, and it basically says you need to be responsible
3 to the adjacent landowners.

4 I first ask that State Parks work with the
5 community of Oceano, the County of San Louis Obispo,
6 and our Oceano Revitalization Plan. You ask what I
7 would like for the park's plan.

8 At the top of the list for Oceano, I request
9 Pier and Grand Avenue cease being used as vehicle
10 entrances. To be clear, I am not asking for the
11 off-road vehicle riding area to be located -- to be
12 closed. The recent abatement orders should address
13 making it smaller or larger or all that stuff.

14 The traffic, the noise, the trash, the number
15 and size of the vehicles have increased exponentially
16 over the years and offer no benefit and only big
17 problems to our community.

18 The temporary entrance has been a disaster for
19 Pier Avenue. While few ATVs -- while there are a few
20 ATV-related businesses, one owned by a company in Las
21 Vegas and a liquor store, they appear to be doing okay.
22 The vast majority of Pier Avenue has empty lots,
23 abandoned buildings, and for sale signs.

24 Prime California oceanfront real estate with
25 economic opportunity zone tax incentives have no

1 buyers. Empty lots have no businesses. Abandoned
2 restaurants and homes sit and rot.

3 7,000 Oceano residents have only one small park
4 and no safe beach. The Arroyo Grande Creek Crossing is
5 just as illegal now as it has been for the past
6 20 years. Using Pier Avenue as an entrance to the
7 dunes holds our community hostage. Keep the off-road
8 vehicle activity in the dunes if you wish, but please
9 spare our town of Oceano from being the gateway to this
10 new plan.

11 On a personal note, I have opened my home to
12 Airbnb guests for two years now. I get people from all
13 over the world, probably 200 or more in that time.
14 And, out of that, four have they expressed an interest
15 to ride off-road vehicles. The great vast majority go
16 to Pismo Beach where there are no cars to rest and
17 relax. We are losing a lot of revenue by not having
18 that available.

19 I wanted to end on one photo, and I wish I could
20 show it to everybody because it was in the paper
21 yesterday, and it shows Pismo Beach just named -- "USA
22 Today named Pismo Beach one of the best coastal towns
23 in America. Oceano declared economic opportunity zone
24 because of poverty," and where is the line drawn?
25 Between where the cars are and where the cars are not.

1 ACTING DEPUTY DIRECTOR FUZIE: Okay. Thank you.
2 Make sure we get all your comments so that we can put
3 them in the record.

4 BONITA ERNST: Thank you.

5 ACTING DEPUTY DIRECTOR FUZIE: Tucker Max.

6 TUCKER MAX: I have no comments right now.
7 We'll reach out via email.

8 ACTING DEPUTY DIRECTOR FUZIE: Thank you. Do
9 you want me to hold this until later?

10 TUCKER MAX: No.

11 ACTING DEPUTY DIRECTOR FUZIE: Okay. Thank you.
12 Cynthia Replogle, then Rachelle Toti, then Sean
13 Hayes.

14 CYNTHIA REPLOGLE: Hi, I'm Cynthia Replogle.
15 I'm the president of the Oceano Beach Community
16 Association. And you asked what people like to do at
17 the beach. What I like to do at the beach is walk my
18 dog, watch the sunset, surf. I also like to bike to
19 the beach, and I live in Oceano, about a mile and a
20 half from the beach, but I can't do any of those things
21 in my community. I have to drive to Pismo Beach. Why?
22 Because it's unsafe. Pier Avenue is very unfriendly to
23 bicyclists and pedestrians. It's dangerous with all
24 the big trucks driving through there.

25 There are no bike racks. I asked at the State

1 Park kiosk where I could lock up my bike, and they say,
2 "Mmm, I don't know."

3 It's also unpleasant with all the traffic, the
4 trash, the noise, and the pollution, both on Pier
5 Avenue and on the beach where the cars are driving.

6 Residents and visitors who want a quiet
7 enjoyment of our coast have to go elsewhere. The
8 Oceano Beach Community Association would like to see no
9 motor vehicles on the beach north of Arroyo Grande
10 Creek, and we would like closure of Pier and Grand
11 Avenue entrances to motor vehicles. This would address
12 the environmental issues of creek crossing by motor
13 vehicle, and it would also reclaim Pier Avenue for
14 pedestrian-friendly uses, which we would be able to
15 attract shops and restaurants and revitalize that area.
16 This won't happen with all the current truck traffic
17 that's accessing the sand highway to the off-road
18 riding area to the south.

19 We would like you to give Oceano a safe beach to
20 enjoy for non-motorized recreation. This would also
21 offer State Park the opportunity to develop
22 high-quality recreation not related to motor vehicles
23 in support of the State Parks' mission.

24 I do appreciate your plan to extend the
25 boardwalk between Grand Avenue and Pier Avenue, but

1 it's not enough. Thank you.

2 ACTING DEPUTY DIRECTOR FUZIE: Thank you,
3 Cynthia. I will get your name right next time.

4 Rachelle Toti, Sean Hayes, and then Michael
5 Young.

6 RACHELLE TOTI: Hello, Rachelle Toti. I have a
7 list of comments here that I would like you to take
8 into consideration, and the first is when you're
9 developing this plan, you need to bring the park into
10 compliance with the CDP provisions and with the local
11 coastal plan, which designates in Figure 4 a large
12 portion called La Grande Track as buffered area. You
13 need to protect the natural resources, designate a
14 beach area for Oceano residents, explore adding more
15 camping area near 22nd Street and those stables.

16 I think you need more camping area in a lot of
17 areas. A bicycle path to the beach from Highway 1 is
18 recommended during that revitalization plan, I like
19 that. I think a second horse staging area would be a
20 good idea too, maybe a southern staging area and the
21 Grand Avenue staging area. I'm sorry to hear if
22 that -- that lodge is not going to go in because I was
23 looking forward to that.

24 I think in the SVRA a children's riding area
25 would be a good idea, somewhere either in the Oceano

1 area or the Pismo Beach area, a water feature like a
2 pool or a small fountain that children can go to and
3 play in, maybe more beach swing apparatus, which I have
4 seen in Pismo, but I've not seen anywhere else.

5 I think it would be great to have tours at the
6 archeological sites out there. I've seen this in
7 Florida where they have a raised path around the
8 archeological sites.

9 Also, a platform and locations for birding,
10 because this is a birding area -- big birding area.

11 We need more off-beach parking for visitors to
12 walk in, because what I've observed at Grand Avenue is
13 people drive in and park right there. If they had more
14 parking on Grand Avenue, maybe that's where the
15 lodge -- well, maybe more parking. There would not be
16 parking on the beach. They're actually using the beach
17 as the parking lot, just so you're aware.

18 And the last thing is stop driving through the
19 Arroyo Grande Creek, so I recommended that they use a
20 bridge when it is flowing through, but I agree with the
21 other folks who say another entrance that would, you
22 know, avoid that altogether maybe with a bridge over
23 it, something like that, that would be beneficial.

24 Thank you.

25 ACTING DEPUTY DIRECTOR FUZIE: Thank you,

1 Rachelle.

2 Sean Hayes, Michael Young, Lyndi Love-Haning.

3 SEAN HAYES: Hi, my name is Sean Hayes, and at
4 the previous listening session I was the one that
5 presented the large list of ideas, including solar
6 lights in the bathrooms. Since I had that list already
7 submitted to you guys, I don't have a whole lot to say
8 this time around, but one of two things I would like to
9 bring up is we're in need of more dumpsters in the
10 dunes. The current dumpster location is only north of
11 Pole 2, so it's inaccessible by off-road vehicles. We
12 should have some by several of the bathrooms as well as
13 near each of the entrances.

14 The other thing is since the dunes are
15 constantly shifting and changing, as I'm sure you guys
16 are aware, you have fences that are in a fine location
17 one day, but a few weeks later, you know, they're
18 hanging off or they're in a dangerous location, like
19 you may come up over something and you hit a fence that
20 you couldn't see. We should have something that makes
21 it easy to move fences if it becomes a hazard so that
22 we can correct situations like that frequently out in
23 the dunes. And I think that's it. Thank you.

24 ACTING DEPUTY DIRECTOR FUZIE: Thank you, Sean.
25 Since you did bring up a public safety issue, I just

1 want to remind everybody that if you do come across an
2 unsafe situation like that, please get the coordinates
3 and let us know, and we will get out there quickly and
4 take care of it.

5 Michael Young, Lyndi Love-Haning, and Dustin
6 Haning.

7 MICHAEL YOUNG: Thank you. My name is Michael
8 Young. I'm a resident of Nipomo. Within the CWPDF
9 project description on page 3 in the notice of
10 preparation, there is a partial list of considerations
11 that would be included, and the list understandably
12 includes proposed activities and facilities that are
13 modified.

14 But quite conspicuous by its absence, however,
15 are any mention of activities or actions by State Parks
16 past, present, or future intended to police or
17 administer or otherwise ensure that the activities
18 within the parks comply with existing requirements for
19 the health, safety, and welfare of visitors and
20 neighbors, especially with respect to conditions such
21 as clean air, vehicle operation, or preservation of
22 resources such as animal habitat, cultural resources,
23 biological resources.

24 It's one thing to mention these in the EIR
25 starting with today as a baseline and going forward,

1 but you could easily go back and inquire of many
2 agencies about what has happened in the past to get a
3 more accurate description of what has happened and make
4 quite a catalogue of the failure of State Parks that
5 even comply with existing agreements that they've
6 already entered into and have ignored serially for
7 nearly 35 years.

8 It should be much -- I won't even go over all of
9 these, but you can inquire of the U.S. Fish & Wildlife
10 Service, the ADCD, of course. The original agreement,
11 by the way, to operating the La Grande Track has been
12 void for, what, five years now or more? There
13 absolutely is no agreement whatsoever to use the La
14 Grande Track.

15 You also ought to inquire of the hospitals and
16 other health safety officials within the community,
17 police, fire, and certainly the hospitals to find out
18 what the conditions are out there, because it's failure
19 to take care of the visitors and to police things like
20 speeding and other behaviors out in the park have been
21 detrimental.

22 Now, let me take this last moment to talk about
23 the southern entrance. The southern entrance sounds
24 like a good idea. If you've driven down Oso Flaco
25 Road, you know it's an extremely narrow road. It's got

1 a very high crown, it has very deep ditches on either
2 side with SUVs and RVs now allowed 104 inches wide.
3 Two of them passing side by side creates a very
4 dangerous situation, so I expect you're going to have
5 to widen that road to make significant improvements
6 there. There's a crossing of the railroad there that
7 needs to be addressed. And most importantly, it seems
8 to me, by creating additional dust and activity down
9 there, you're going to jeopardize the one and only
10 ambient air quality facility we had, which was
11 willfully removed by State Parks in violation of the
12 law, and it's since been replaced.

13 You're going to be compromising that as an
14 ambient air quality monitoring station with -- its
15 developed activity adjacent to it, so there has to be
16 more monitoring stations the length and the breadth of
17 the park, if that one is to be compromised by any
18 additional activity down there. Thank you.

19 ACTING DEPUTY DIRECTOR FUZIE: Thank you,
20 Michael.

21 I want to remind everybody to be respectful of
22 everybody's comments whether you agree or disagree.

23 Lyndi Love-Haning, Dustin Haning, Chris
24 Jauregui.

25 LYNDI LOVE-HANING: Good evening. My name is

1 Lyndi Love-Haning. Thanks for having us all here
2 today, including public comment and the PWP process. I
3 think it's been mentioned before, maybe in Sean's list,
4 but I just want to reiterate that at all entrances if
5 there's three entrances, one entrance, whatever it is,
6 we'd love to see a fast-pass type of lane for annual
7 pass holders in that I think Caltrans, especially if
8 you are going to a southern entrance, would appreciate
9 that, getting rid of any sort of backup of traffic
10 which can happen at the entrances. I'm a Nipomo Mesa
11 resident. I'll say I love the idea of a southern
12 entrance. It puts it closer to my house, so win for
13 me.

14 Regarding the boardwalk project. I'm looking at
15 the map, and I can't quite tell if it goes just between
16 the two entrances or if it's planning to go all the way
17 to the pier, but I think that would be great for the
18 residents of Oceano/Pismo to be able to walk from
19 Oceano down to the pier. I think that would be great
20 for the community.

21 I'd like to see that boardwalk be walkable,
22 bikeable, and skateable, and ADA friendly. Oso Flaco
23 is great. I walk it often, but it's designed for
24 walking only, so I think that's important to make sure
25 that all types of recreation can be on that boardwalk

1 and it's laned appropriately. And I'd like to see it
2 dog friendly as well with dog waste stations, and I'd
3 also like to see dog waste stations more prominent
4 throughout the areas of the park.

5 I'd love to see destination locations in the OHV
6 area, barbecue and picnic areas in the middle of the
7 OHV area that you can ride to and congregate and have a
8 good time out there. Most importantly, I want to make
9 sure that the PWP includes a Trail Management Plan,
10 because, inevitably, we're going to be talking about
11 Oregon dune-like trails because they offer a unique OHV
12 experience, and we need to make sure there's a plan in
13 place for signage, mapping of the trail system. I'd
14 love to see trail reading signs, green circles, blue
15 squares, et cetera, that is internationally known. I
16 think all signage needs to be in Spanish and English.
17 I think that's important in any area of the park. And
18 I'm sure it's not a secret, I'd like to preserve OHV
19 activity within the park.

20 I saw review of intensity earlier there on the
21 deck when you were presenting, and I'd like to make
22 sure that OHV and camping intensity either be
23 maintained as it is now or increase as part of the PWP.
24 Thank you.

25 ACTING DEPUTY DIRECTOR FUZIE: Thank you, Lyndi.

1 Dustin Haning, Chris Juaregui, Andrew Christie.

2 DUSTIN HANING: Hi, I'm Dustin Haning, a Nipomo
3 Mesa resident also.

4 I would like to see the camping ground be full
5 hook-ups with access to the dunes, riding for OHV, and
6 also if people want to take their campers through, I'd
7 like access for the campers to get access for the
8 camping also.

9 In the new area that you guys make, I'd like to
10 see an MX track or a motocross track, a kids track in
11 that area, and also a flat track for kids if it's
12 possible.

13 I would like to see solar lighting on all the
14 markers, solar lighting on the bathrooms as previously
15 mentioned. I'd like to see a trail system from Oceano
16 to Pismo, whether it's oceanfront or through the
17 vegetation.

18 I'd like to have a kids park inside the OHV area
19 with a walking path access from Oceano or a pier, and
20 then close to the kids park, also a 5- to 10-acre kids
21 area that is limited by CCs of the vehicle for them to
22 ride in their own area. Learn to ride and then also
23 build a recreation area at the park that would be
24 built.

25 I'd like there to be more trash bins, one

1 preferably between Pier and Grand, and then an extra
2 one at Pole 2 where we have now, because it seems like
3 it fills up pretty quick.

4 And that's all I'd say today. Thank you.

5 ACTING DEPUTY DIRECTOR FUZIE: Thank you.

6 Chris Jauregui, Andrew Christie, and then Sam
7 Saltoon.

8 CHRIS JUAREGUI: My name is Chris Juaregui. I'm
9 a Nipomo resident. First of all, I want to thank State
10 Parks for working so hard and inviting us here to
11 listen to us. Everybody on the beach that you guys
12 employ are solid, they work hard for the safety and
13 protection of others.

14 First of all, I want to make sure that the
15 accesses fall and no net loss and adaptive land
16 management is key. It's obvious here that you heard
17 from the residents from Oceano, from everybody else, a
18 southern access has to be dealt with. You have to move
19 faster. You have to-- this is the time to take
20 action, and there's multiple concerns with the southern
21 access, especially with the shift in the economy. The
22 residents have to understand a shift in the economy
23 will happen if a southern access is developed.

24 I'm all for it because it's going to involve
25 safety for the park users. It's going to increase fire

1 response from the Mesa, ambulance -- another route for
2 ambulance. And that's another thing, a stipulated
3 abatement order. We have to make sure when it's
4 enacted we maintain safety for emergency vehicles.
5 That has to be maintained.

6 It's a volunteer patrol. Several years ago I
7 joined it. I did my ride-alongs, I did the safety
8 course, and the equipment that you have and provided
9 was -- always had dead batteries. It was always rough
10 to find somebody to come unlock the bend, and I
11 eventually just got unmotivated. That has to be
12 attended to. We have to look into it. There's plenty
13 of people out there that will volunteer for it. I
14 think there needs to be money for new equipment for it,
15 and I think there could be a good push to get those
16 volunteer patrols out there.

17 The fence line encroachment, we have to make
18 sure we maintain the encroachment. As the brush comes
19 in, we have to figure out a way to maintain the fence
20 line that's equal for the riders out there on the beach
21 so we don't get encroached upon.

22 The lodge. If the lodge does not go through, I
23 would like to see an event center. Event center for
24 the horses, event center for the Boy Scouts, anybody
25 could rent it. Fundraisers for multiple programs would

1 be great, and then wind monitoring.

2 We understand that we have to maintain the dust
3 monitoring so we know the truth of the information out
4 there. We have to get the facts on the State side to
5 make sure that we are not being pushed over by other
6 agencies. Thank you.

7 ACTING DEPUTY DIRECTOR FUZIE: Andrew Christie,
8 Sam Saltoon, and then Michael Argentieri.

9 MICHAEL ARGENTIERI: Argentieri (pronouncing).

10 ACTING DEPUTY DIRECTOR FUZIE: Thank you.

11 ANDREW CHRISTIE: Good evening. I'm Andrew
12 Christie, the director of the San Luis Chapter of the
13 Sierra Club, representing 3,000 Sierra Club members in
14 the San Luis Obispo County who live, work, and recreate
15 in this area.

16 We will be filing specific comments on the scope
17 of the Public Works Plan and the EIR prior to June 9th.
18 I will speak tonight on the vision and regulatory
19 reality that should inform that plan.

20 As environmental science and law have evolved,
21 it becomes clear over three decades of chronic
22 noncompliance with your Coastal Benevolent Permit that
23 you can't continue operating a State Vehicular
24 Recreation Area and an environmentally-sensitive
25 culpable habitat in the way that you have been and

1 legislation from Sacramento, it's no surprise that you
2 hit upon a Public Works Program.

3 Once your program is approved, all that is
4 required is notification of the Coastal Commission that
5 you plan to undertake any of the actions or projects it
6 contains in any way you may wish, and the commission
7 will have nothing to say.

8 Essentially, a Public Works Program is a way to
9 remove the Coastal Commission from ongoing regulatory
10 oversight of the ODSVRA. We can see the attraction in
11 finally rendering your off-road playground to
12 oversight, but your Public Works Program must be
13 consistent with the Local Coastal Plan, and the LCP
14 clearly states the La Grande Track is a buffer from the
15 riding area. That designation must be included in the
16 Public Works Program, taking La Grande Track off the
17 table as a current riding area or future riding
18 extension area. Thus, we suggest that it's time to let
19 go of the past, and a Public Works Program should do
20 what you say you want to do, re-imagine your management
21 of the SVRA and point forward a different vision of
22 permitted vehicular recreation there.

23 Your PWP should convert the park to passive use,
24 lower cost, visitor serving, and recreation, which is
25 to say the future of the ODSVRA is limited car camping.

1 The fire balls at Yosemite have been terminated.
2 Dynamite fishing and bear baiting are relics of the
3 past. It is time to conform to environmental laws as
4 they have evolved since the park was designated so that
5 the park does not keep crushing endangered species and
6 killing people and giving us the distinction of the
7 worst air quality in the nation.

8 Read the writing in the sand and take this
9 opportunity to gracefully transition vehicular
10 recreation in the park to car camping only. Thank you.

11 ACTING DEPUTY DIRECTOR FUZIE: Thank you.

12 Sam Saltoon, Mike Argentieri, Bob Cardona.

13 SAM SALTOON: Thank you. I appreciate the
14 magnitude of the undertaking you have here and how much
15 effort you put into it to get this far.

16 So I want to talk a little bit about the
17 multiple uses that you're envisioning for the park, and
18 I think that's really terrific. It's important that
19 the intersection of uses that are incompatible be
20 clear.

21 For example, at the southern end of the park
22 with a campground and an access for off-road vehicles,
23 there's also a large number of people that like to use
24 Oso Flaco to walk to the beach, to fish off the beach,
25 bring their families there, and so forth. There's a

1 walkway down there that's quite nice, that could be
2 improved, and there's a parking area there that needs
3 to be designated for those people that are going to
4 that area.

5 Mr. Young spoke about the condition of the road,
6 Oso Flaco Road, I'm sure you know that, but let me add
7 a couple of things to what he said.

8 First of all, the Oso Flaco Road is dangerous.
9 My son saw a car launched over the rise where if you're
10 not sure where the railroad tracks cross, you can
11 actually launch your car into the air, went into the
12 ditch, and there was a fatality as a result of that.

13 So that's going to be important to look at that
14 road and the ditches on each side. One of the things
15 that Mr. Young didn't say was that a lot of the
16 agricultural fields around there use that road, and
17 often times there's a lot of mud on the road and some
18 kind of access for the agriculture needs to be thought
19 of, but probably most importantly the intersection of
20 Oso Flaco Road and Highway 1 can be very dangerous.
21 Cars come along there very quickly. If you're going to
22 turn right, particularly turn left, but also turn
23 right, you have to pick up speed pretty quickly in
24 order to get into the traffic zone.

25 So that intersection needs to be looked at

1 carefully if you want to keep the project safe. I
2 don't know whether -- I'm not saying whether the
3 campground at the southern end is a good idea or a bad
4 idea, but if it's done, it needs to be done safely.
5 Thank you.

6 ACTING DEPUTY DIRECTOR FUZIE: Thank you.

7 Mike Argentieri, then Bob Cardona, and Ginger
8 Schenk. I think I tried it three different ways, so
9 tell me the correct way.

10 MIKE ARGENTIERI: Mike Argentieri.

11 There's 2 million people that enjoy this area.
12 How can we deny that? I've met people all over the
13 world out there enjoying our little piece of heaven. I
14 want people to come here from all over the world still.
15 I met people from England, France, everywhere, Belgium
16 down there. People come to see this. We should have
17 access. Not everybody can walk, some people need to
18 drive out there, we should have access for all people.
19 Like the horse people, they should be able to have
20 access to ride their horses on there. If I want to
21 drive out there and -- my uncle, he couldn't walk
22 around. He wanted to see the dunes. I'm like, "All
23 right, Uncle Craig, I'll drive you out there and show
24 you what it looks like."

25 You know, why should -- like I said, I've been

1 going out there for 35 years. My kids have grown up
2 going out there. It's a beautiful thing. Like I said,
3 I've met all kinds of people out there, enjoyed myself,
4 and there's a clear thing that people want to do that.
5 Two million people want to do that. You know, I like
6 the idea of having more access for more people, and I
7 don't want to lose any more because we've got too many
8 people coming here. Why should we make it smaller? We
9 have two million people come here.

10 Why can't we make it -- have as much as 1,500
11 acres -- we've had a lot more. I've been going there
12 for 35 years. We had a lot more area, and you keep
13 making it smaller and smaller. And there's still
14 people wanting to come here. And there's business, and
15 people come, and I don't know about -- they do buy
16 things, eat here, travel here. This is a major draw.

17 I don't understand why -- people hate
18 Disneyland, a million people go to Disneyland. The
19 noise, traffic. When you've got two million people
20 show up at -- over to Yosemite, people go over to
21 Yosemite. "Wow, look at all that." Should we close
22 Yosemite because people want to go there? People --
23 the same thing. People want to go to the sand dunes.
24 Oh, we shouldn't let people go to Yosemite because it
25 is a beautiful place. That's why you want people to go

1 through. People want to come see our beautiful beach.
2 Why should we shut it down because some people say they
3 don't like it? It's too noisy, too much traffic, or
4 everything else. Why should -- I don't know.

5 Like I said, it's a beautiful place, people from
6 all over the world come and see it, and I'm going to
7 enjoy it, and I want to enjoy it with them.

8 ACTING DEPUTY DIRECTOR FUZIE: Thank you,
9 Michael.

10 Bob Cardona.

11 BOB CARDONA: Ladies and gentlemen, thank you
12 for having an open conversation with us. The
13 residents, even though I am from Santa Maria/Guadalupe,
14 Oceano is very close to my heart.

15 I grew up in this whole area. As I mentioned, I
16 told you before that I've been going out there since
17 the early fifties, and this means that my kids, their
18 children have all grown up because they enjoy our
19 Oceano Dunes very much.

20 I, like many people, have said as well that I
21 would like to see you expand the UC -- the park area
22 for OHV. I think we should put this negativity about
23 closing it off. We've gone through this whole scenario
24 about environmentally friendly and which chemicals are
25 actually affecting the lungs and the breathing and

1 everything else. Certainly -- I was in the
2 Philippines, and, do you know what? This is an area
3 that there is no emission control. People that have
4 got problems, they've got it there, excuse me though
5 they're lovely people, they're very good people, very
6 friendly, and I'm glad things are being looked at, but
7 this is like the third major time that we have gotten
8 into this struggle.

9 So many of the club members that I recognize
10 myself, they're tired of the battle. But we can't
11 afford to get tired of the battle because I spent
12 probably a total of maybe five to six weeks camped in
13 the Oceano Dunes, and I only go maybe a couple hundred
14 yards off the beach line because I don't want to walk
15 too far to get out there and cast my poles into the
16 water. And so please keep that in mind. You know, we
17 have gone through this struggle so many times, and, of
18 course, I do respect the environmentalists, the
19 gentleman that gets up here and talks about that. And
20 another thing here too, I've got a question for you.

21 Why have I not yet read and nobody speaks to
22 letting the Santa Maria/Guadalupe Beach area, why can't
23 we drive straight there like we used to do in the old
24 days? I know we've got another river to cross, but I
25 always -- as I mentioned before, that's another access

1 point.

2 Because, in reality, for vehicles, not my
3 motorhome that I take to the beach, but that's too long
4 a haul for me, but I may end up down toward Muscle Rock
5 if I need to get down there, and I'll do it. Because
6 sometimes if my vehicles can't make it down there, I'll
7 just bite my tongue, and my wife and I will sleep in
8 back.

9 So, please, I don't know why we have this
10 complication with -- the struggle with Santa Barbara
11 County and being able to utilize that as a beach
12 access, because all these big trucks that -- your
13 comments about with all this noise and everything,
14 those trucks will be happy to go down there during a
15 low tide. Who cares? They don't mind. You know, to
16 them it's just salty water. Well, after they get it
17 off the beach, they take it to the car wash to clean it
18 up.

19 So please keep that access and entranceway also
20 available and keep that in the forethought of your
21 minds. I want to thank you, once again, and,
22 hopefully, you will not restrict us anymore. Just make
23 the park bigger. Thank you.

24 ACTING DEPUTY DIRECTOR FUZIE: Thank you. Our
25 last commenter, Ginger Schenk, and if you want to still

1 fill out any comment cards, this is our last commenter,
2 so you'll have three minutes.

3 GINGER SCHENK: Hi there, my name is Ginger
4 Schenk. I own a home in Rio Grande and two businesses
5 in River Beach. I've been using the park since I moved
6 here in '88. One of my favorite things to do by far
7 anywhere. I think a southern entrance is a win-win. I
8 think it will help eliminate dust for the people that
9 are having a problem with that. I really, really just
10 beg State Parks, so please just don't take away any
11 more acreage of that park. It's already too small.

12 I mean, just every ten acres is so noticeable to
13 us who go out there, and it's -- to me it's
14 devastating. And the economic impact, as we all know,
15 is just huge.

16 I think people talking about wanting to close
17 Pier Avenue and Grand Avenue, I just think that's such
18 a shame. I know Oceano is not doing well, but State
19 Parks has provided hundreds of thousands of people
20 through Oceano, and it's a shame that Oceano is the one
21 not capturing the income.

22 You close Pier Avenue, Oceano is going to be ten
23 times worse. And I think State Parks has done a great
24 job of trying to get the people there. I mean, look,
25 we're looking at two million people a year. It's

1 phenomenal. And, also, closing those entrances is
2 really going to hurt the handicapped people that go. I
3 have a friend personally that goes seven days a week
4 and loves his little drive between Pier Avenue and
5 Grand Avenue. I mean, he lives for that, that's what
6 he does.

7 For people not happy with the, you know, not
8 having the peaceful beach, you can go over anywhere on
9 the West Coast of the United States. I think we're so
10 lucky to have this unique variety of activities here at
11 the park and the Economic Impact Report.

12 The biggest thing I took from that is the list
13 of recreational opportunities in one area. I just --
14 it's phenomenal to me that we have that. If people
15 want to go hiking and have a peaceful place, they've
16 got it. If you don't like the OHV area, you don't have
17 to go there. I'm not trying to close your hiking area
18 because I want to open it up to OHV. I think their
19 balance is good.

20 The conference center area, I think it would be
21 great if we could make a staging area for the horse
22 trailers and the OHVers to actually have a place for
23 them to park, to be able to air down and air up and all
24 that. You know, I do get sometimes when they're parked
25 in front of the houses on Pier Avenue, that can be a

1 nuisance. So if we can provide somewhere for them to
2 go, that would be great. That's it. Thank you.

3 ACTING DEPUTY DIRECTOR FUZIE: All right. Thank
4 you, everybody. California State Parks really
5 appreciates the input, and we look forward to your
6 continued participation in this process, and I'll turn
7 it back to our consultant to wrap it up.

8 PETRA UNGER: Yeah, thank you. Thank you for
9 coming, for giving your input. Please do encourage
10 others that, you know, have input to provide it as well
11 through one of the many meetings we are providing.

12 Like I said, tomorrow evening, same meeting,
13 same format in Fresno, so we'll be getting input there
14 as well. And we hope you sign up to get those updates
15 and stay involved in the planning process and come back
16 to see us at another meeting. So thank you very much
17 for your time.

18 (Applause.)

19 (Meeting adjourned at 7:23 p.m.)

20 --o0o--

21

22

23

24

25

REPORTER'S CERTIFICATE

--oOo--

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

I, THRESHA SPENCER, a Certified Shorthand
Reporter in and for the State of California, duly
commissioned and a disinterested person, certify:

That the foregoing transcript was taken before
me at the time and place herein set forth;

That the statements of all parties made at the
time of the proceeding were recorded stenographically
by me to the best of my ability and thereafter
transcribed into typewriting;

That the foregoing transcript is a record of the
statements of all parties made at the time of the
proceeding.

IN WITNESS WHEREOF, I subscribe my name on this
19th day of June, 2018.



THRESHA SPENCER, CSR No. 11788
Certified Shorthand Reporter
in and for the
County of Sacramento,
State of California

Ref No: 18073 JS

	5:4;20;16;33;11; 36:25;40:22	14:20	18;19;12,14,15,16,19, 20,21,24;20:1,1,10, 10;26:6,7,17;27:9,11, 18,21,22,23;30:15,24; 31:15,17,18;33:2,4; 34:11;35:12;36:15, 21;37:2,22;40:13,16, 17,20,21	32:2
\$	ADA (1)	along (2)	areas (12)	balance (1)
\$364 (1)	25:22	3:10;33:21	4:18,19,21;13:3,25;	40:19
11:25	adaptive (1)	Alter (3)	14:1,2,2,13;19:17;	balls (1)
\$70,000 (1)	28:15	3:14;5:7,9	26:4,6	32:1
12:8	ADCD (1)	Alternative (4)	Argentieri (7)	Barbara (1)
	23:10	7:22,24;8:3;10:23	30:8,9,9;32:12;	38:10
A	add (1)	Although (1)	34:7,10,10	barbecue (2)
	33:6	3:18	around (5)	4:3;26:6
abandoned (2)	added (1)	altogether (1)	4:21;20:7;21:8;	based (1)
15:23;16:1	4:24	20:22	33:16;34:22	5:17
abatement (2)	adding (1)	always (3)	Arroyo (4)	baseline (1)
15:12;29:3	19:14	29:9,9;37:25	7:19;16:4;18:9;	22:25
able (7)	addition (1)	amazing (1)	20:19	basically (4)
5:5;9:20;18:14;	13:17	11:16	Association (2)	4:22;7:6;10:21;
25:18;34:19;38:11;	additional (3)	ambient (2)	17:16;18:8	15:2
40:23	14:1;24:8,18	ambulance (2)	attended (1)	bathrooms (3)
absence (1)	additions (1)	29:1,2	29:12	21:6,12;27:14
22:14	9:9	America (1)	attract (1)	batteries (1)
absolutely (3)	address (3)	16:23	18:15	29:9
11:3,17;23:13	14:23;15:12;18:11	Among (1)	attraction (1)	battle (2)
access (32)	addressed (1)	5:23	31:10	37:10,11
3:22;4:1,5;1:7,1,15,	24:7	analysis (2)	ATV-related (1)	beach (41)
18,23;8:4,9,11,13,15,	adjacent (3)	7:24;8:4	15:20	3:20,22;4:3;9:18,
17,19,21;13:6;27:5,7,	5:23;15:3;24:15	ancient (1)	ATVs (1)	19:10;2;11:4,8;14:5;
7,19;28:18,21,23;	adjourned (1)	11:10	15:19	16:4,16,21,22;17:15,
32:22;33:18;34:17,	41:19	Andre (4)	available (3)	17,17,19,20,21;18:5,
18,20;35:6;37:25;	administer (1)	10:15;11:19,21,22	4:6;16:18;38:20	8,9,19;19:14,17;20:1,
38:12,19	22:17	Andrew (5)	Avenue (31)	3,16,16;28:11;29:20;
accesses (1)	affecting (1)	27:1;28:6;30:7,11,	6:7;7:2,3,16,25,25;	32:24,24;36:1;37:14,
28:15	36:25	11	8:15,18,18,19,20,22;	22:38;3,11,17;39:5;
accessing (1)	afford (1)	animal (1)	15:9,19,22;16:6;	40:8
18:17	37:11	22:22	17:22;18:5,11,13,25,	bear (1)
accurate (1)	again (1)	annual (1)	25;19:21;20:12,14;	32:2
23:3	38:21	25:6	39:17,17,22;40:4,5,25	beautiful (4)
acreage (1)	against (1)	Anthony (4)	Avenues (1)	35:2,25;36:1,5
39:11	12:20	10:15;11:19,21,22	3:23	becomes (2)
acres (7)	agencies (2)	anymore (1)	avoid (1)	21:21;30:21
4:22;12:16;13:21;	23:2;30:6	38:22	20:22	beg (1)
14:14,14;35:11;39:12	ago (1)	apparatus (1)	aware (2)	39:10
across (3)	29:6	20:3	20:17;21:16	behalf (1)
10:8;12:5;22:1	agree (2)	appear (1)	away (1)	10:4
act (1)	20:20;24:22	15:21	39:10	behaviors (1)
13:25	agreement (2)	Applause (1)	awesome (1)	23:20
ACTING (25)	23:10,13	41:18	11:17	Belgium (1)
3:1;5:7;6:15;9:11;	agreements (1)	appreciate (4)		34:15
10:14;11:19;13:10;	23:5	8:17;18:24;25:8;		belief (1)
14:17;17:1,5,8,11;	agricultural (1)	32:13		7:16
19:2;20:25;21:24;	33:16	appreciates (1)		belong (1)
24:19;26:25;28:5;	agriculture (1)	41:5		11:22
30:7,10;32:11;34:6;	33:18	appropriately (1)		bend (1)
36:8;38:24;41:3	aims (1)	26:1		29:10
action (1)	5:24	approval (1)	B	beneficial (2)
28:20	air (12)	7:10		5:3;20:23
actions (2)	10:19;11:5,13,15;	approved (3)	back (8)	benefit (1)
22:15;31:5	13:7;22:21;24:10,14;	7:9,9;22:31:3	6:4;11:17;13:5,21;	15:16
activities (4)	32:7;33:11;40:23,23	archeological (2)	23:1;38:8;41:7,15	benefits (2)
22:12,15,17;40:10	Airbnb (1)	20:6,8	backup (1)	6:20,24
activity (5)	16:12	area (52)	25:9	Benevolent (1)
16:8;24:8,15,18;	allowed (1)	4:3,13,16;5:12;6:8;	bad (1)	30:22
26:19	24:2	7:11;8:7;12:15;13:2;	34:3	best (2)
actually (5)	allowing (1)	14:15;15:11;18:15,	baiting (1)	11:3;16:22
				bicycle (1)

19:17 bicyclists (1) 17:23 big (6) 4:1;10:1;15:16; 17:24;20:10;38:12 bigger (1) 38:23 biggest (1) 40:12 bike (4) 7:5;17:18;25;18:1 bikeable (1) 25:22 Bill (6) 10:15;24;11:20; 13:15;15;15:1 bins (1) 27:25 biological (1) 22:23 bird (2) 12:9;11 birding (3) 20:9;10,10 Bishop (3) 6:16;10:15;17 bit (2) 8:16;32:16 bite (1) 38:7 blue (1) 26:14 board (2) 10:17;13:16 boardwalk (4) 18:25;25:14,21,25 Bob (4) 32:12;34:7;36:10, 11 Bonita (4) 11:20;14:18,20; 17:4 both (1) 18:4 Boy (1) 29:24 breadth (1) 24:16 breath (1) 10:19 breathing (1) 36:25 bridge (2) 20:20,22 bring (5) 14:21;19:9;21:9,25; 32:25 bringing (2) 11:17;13:20 brush (1) 29:18 buffer (1)	31:14 buffered (1) 19:12 build (1) 27:23 buildings (1) 15:23 built (1) 27:24 business (2) 6:1;35:14 businesses (3) 15:20;16:1;39:4 buy (1) 35:15 buyers (1) 16:1 C California (3) 14:8;15:24;41:4 called (1) 19:12 Callender (2) 8:6;10:25 Caltrans (1) 25:7 came (1) 3:2 camp (2) 11:16;14:7 camped (1) 37:12 campers (3) 12:19;27:6,7 campground (3) 4:7;32:22;34:3 camping (8) 14:5;19:15,16; 26:22;27:4,8;31:25; 32:10 can (23) 4:21,25;7:17;10:10; 11:4,15;12:13,15; 17:2;20:2;21:22;23:9; 25:10,25;26:7;31:10; 33:10,20;34:12,17; 40:8,25;41:1 capture (1) 9:15 capturing (1) 39:21 car (5) 31:25;32:10;33:9, 11;38:17 Cardona (4) 32:12;34:7;36:10, 11 cards (1) 39:1 care (2) 22:4;23:19	carefully (1) 34:1 cares (1) 38:15 cars (5) 16:16,25,25;18:5; 33:21 case (2) 7:12;9:3 cast (1) 37:15 catalogue (1) 23:4 CCs (1) 27:21 CDP (1) 19:10 cease (1) 15:9 center (4) 29:23,23,24;40:20 certainly (2) 23:17;37:1 certification (1) 7:14 cetera (1) 26:15 changed (1) 8:13 changing (1) 21:15 Chapter (1) 30:12 chemicals (1) 36:24 chief (1) 5:23 children (2) 20:2;36:18 children's (1) 19:24 Chris (5) 24:23;27:1;28:6,8,8 Christie (5) 27:1;28:6;30:7,11, 12 chronic (1) 30:21 circles (1) 26:14 clarify (1) 3:2 clean (2) 22:21;38:17 clear (5) 3:12;15:10;30:21; 32:20;35:4 clearly (2) 8:1;31:14 close (13) 8:25;9:14,21;10:11, 12;12:2;13:25;27:20; 35:21;36:14;39:16,	22;40:17 closed (2) 10:21;15:12 closer (1) 25:12 closing (2) 36:23;40:1 closure (1) 18:10 Club (3) 30:13,13;37:9 coast (3) 8:12;18:7;40:9 Coastal (8) 7:9;10:21;16:22; 19:11;30:22;31:4,9, 13 coming (3) 4:16;35:8;41:9 comment (4) 3:9;13:9;25:2;39:1 commenter (2) 38:25;39:1 comments (9) 5:10;13:13,14;17:2, 6;19:7;24:22;30:16; 38:13 Commission (6) 7:9;10:21,22;31:4, 6,9 commissioned (1) 7:22 community (18) 5:15,19;6:10,22; 7:3;8:23;9:7,20;10:1, 3;15:5,17;16:7;17:15, 21;18:8;23:16;25:20 companies (1) 12:20 company (1) 15:20 compensate (1) 14:1 completely (1) 9:22 compliance (1) 19:10 complication (1) 38:10 comply (2) 22:18;23:5 composition (1) 9:7 compromised (1) 24:17 compromising (1) 24:13 concerned (1) 6:21 concerns (1) 28:20 condition (2) 7:10;33:5	conditions (2) 22:20;23:18 Condor (1) 7:23 conference (1) 40:20 conflicts (1) 7:5 conform (1) 32:3 congregate (1) 26:7 connection (1) 9:3 consider (2) 3:9;8:9 considerably (1) 4:9 consideration (1) 19:8 considerations (1) 22:10 considering (1) 3:4 consistent (1) 31:13 conspicuous (1) 22:14 constantly (1) 21:15 consultant (1) 41:7 contains (1) 31:6 continually (1) 14:3 continue (2) 9:18;30:23 continued (1) 41:6 control (1) 37:3 convening (1) 6:18 conversation (1) 36:12 convert (1) 31:23 coordinates (1) 22:2 cost (1) 31:24 County (5) 5:16,16;15:5;30:14; 38:11 County's (2) 6:11;7:13 couple (3) 13:2;33:7;37:13 course (4) 4:11;23:10;29:8; 37:18 Craig (1)
--	--	--	--	--

34:23 creates (1) 24:3 creating (1) 24:8 creek (9) 7:19,19;8:8,20; 12:7;16:4;18:10,12; 20:19 critical (1) 4:5 cross (2) 33:10;37:24 crossing (4) 7:19;16:4;18:12; 24:6 crown (1) 24:1 crushing (1) 32:5 culpable (1) 30:25 cultural (1) 22:22 current (3) 18:16;21:10;31:17 Currently (1) 7:1 CWPDF (1) 22:8 Cynthia (5) 14:18;17:12,14,14; 19:3	deny (1) 34:12 department (1) 7:22 deployed (1) 8:23 DEPUTY (25) 3:1;5:7;6:15;9:11; 10:14;11:19;13:10; 14:17;17:1,5,8,11; 19:2;20:25;21:24; 24:19;26:25;28:5; 30:7,10;32:11;34:6; 36:8;38:24;41:3 description (2) 22:9;23:3 designate (1) 19:13 designated (2) 32:4;33:3 designates (1) 19:11 designation (1) 31:15 designed (1) 25:23 desire (1) 14:4 destination (1) 26:5 destroys (1) 11:6 detrimental (1) 23:21 devastating (1) 39:14 develop (1) 18:21 developed (3) 9:10;24:15;28:23 developing (2) 6:9;19:9 development (1) 5:25 developments (1) 6:8 different (5) 4:10;10:23;13:3; 31:21;34:8 difficult (1) 12:21 direct (1) 8:11 DIRECTOR (26) 3:1;5:7;6:15;9:11; 10:14;11:19;13:10; 14:17;17:1,5,8,11; 19:2;20:25;21:24; 24:19;26:25;28:5; 30:7,10,12;32:11; 34:6;36:8;38:24;41:3 directors (1) 13:16	disagree (1) 24:22 disaster (1) 15:18 Disneyland (2) 35:18,18 distinction (1) 32:6 District (1) 6:11 ditch (1) 33:12 ditches (2) 24:1;33:14 division (1) 6:12 dog (4) 17:18;26:2,2,3 dollars (1) 8:22 done (3) 34:4,4;39:23 dormant (1) 6:3 down (15) 10:10;12:10;13:7; 23:24;24:8,18;25:19; 33:1;34:16;36:2;38:4, 5,6,14;40:23 draw (1) 35:16 drawn (1) 16:24 drive (9) 4:11;5:5;17:21; 20:13;34:18,21,23; 37:23;40:4 driven (1) 23:24 driving (4) 4:3;17:24;18:5; 20:18 dumpster (1) 21:10 dumpsters (1) 21:9 Dune (3) 3:17;10:12;11:7 dune-like (1) 26:11 dunes (19) 4:10;5:2,5;11:10; 13:2,5,17,20;14:12; 16:7,8;21:10,14,23; 27:5;34:22;35:23; 36:19;37:13 during (2) 19:18;38:14 dust (5) 4:20;7:4;24:8;30:2; 39:8 Dustin (5) 22:5;24:23;27:1,2,2	Dynamite (1) 32:2 E earlier (1) 26:20 early (1) 36:17 easily (1) 23:1 easy (1) 21:21 eat (1) 35:16 economic (5) 6:24;15:25;16:23; 39:14;40:11 economy (2) 28:21,22 Edwards (5) 3:14;5:8;6:15,17,18 effect (1) 8:14 effective (1) 7:13 effort (1) 32:15 eight (2) 3:4,5 EIR (3) 5:10;22:24;30:17 either (4) 3:11;19:25;24:1; 26:22 Elementary (1) 9:5 eliminate (1) 39:8 Elimination (1) 7:19 else (5) 13:8;20:4;28:17; 36:4;37:1 elsewhere (1) 18:7 email (1) 17:7 emergency (2) 12:22;29:4 emission (1) 37:3 employ (1) 28:12 empty (2) 15:22;16:1 enacted (1) 29:4 encourage (2) 5:25;41:9 encroached (1) 29:21 encroachment (2)	29:17,18 end (4) 16:19;32:21;34:3; 38:4 endangered (1) 32:5 ended (1) 11:9 engaged (1) 5:18 England (1) 34:15 English (1) 26:16 enjoy (6) 9:17;18:20;34:11; 36:7,7,18 enjoyed (1) 35:3 enjoying (1) 34:13 enjoyment (1) 18:7 enough (1) 19:1 ensure (1) 22:17 entered (1) 23:6 entire (1) 7:3 entrance (14) 4:15,18;10:18;12:7, 12:15;18:16;20:21; 23:23,23;25:5,8,12; 39:7 entrances (9) 10:23;15:10;18:11; 21:13;25:4,5,10,16; 40:1 entranceway (1) 38:19 environmental (8) 5:13;7:23;8:2,25; 9:2;18:12;30:20;32:3 environmentalists (1) 37:18 environmentally (1) 36:24 environmentally-sensitive (1) 30:24 envisioning (1) 32:17 equal (1) 29:20 equestrian (2) 9:20,23 equipment (2) 29:8,14 ERA (2) 6:9,9 Ernst (4) 11:20;14:18,20;
D				
daily (1) 6:1 dangerous (6) 12:23;17:23;21:18; 24:4;33:8,20 date (1) 7:13 day (5) 4:1;8:18;13:1,3; 21:17 days (2) 37:24;40:3 dead (1) 29:9 dealt (1) 28:18 decades (4) 6:22;7:7;14:25; 30:21 deck (1) 26:21 declared (1) 16:23 deep (1) 24:1 demographic (1) 11:12				

17:4 especially (4) 5:11;22:20;25:7; 28:21 Essentially (1) 31:8 establish (1) 7:18 estate (1) 15:24 et (1) 26:15 even (3) 23:5,8;36:13 evening (6) 6:17;11:21;13:15; 24:25;30:11;41:12 event (3) 29:23,23,24 eventually (1) 29:11 everybody (12) 9:14;11:21;12:3,19, 24:16;20;22:1;24:21; 28:11,17;34:17;41:4 everybody's (2) 13:13;24:22 everywhere (1) 34:15 evolved (2) 30:20;32:4 example (1) 32:21 exclude (1) 8:4 excuse (1) 37:4 existence (1) 8:9 existing (3) 8:3;22:18;23:5 expand (1) 36:21 expanded (1) 4:19 expect (1) 24:4 expeditiously (1) 7:12 experience (1) 26:12 explore (1) 19:14 exponentially (1) 15:15 expressed (1) 16:14 extend (2) 8:16;18:24 extension (1) 31:18 extent (1) 8:2	extra (1) 28:1 extremely (1) 23:25 F facilities (1) 22:12 facility (1) 24:10 fact (1) 6:21 factor (1) 8:8 facts (1) 30:4 failure (2) 23:4,18 fall (1) 28:15 families (1) 32:25 family (2) 10:4;13:20 far (3) 32:15;37:15;39:6 farmlands (1) 4:9 fast (1) 13:25 faster (1) 28:19 fast-pass (1) 25:6 fatality (1) 33:12 favorite (2) 14:7;39:6 feature (1) 20:1 fees (3) 11:24,25,25 Fellbaum (5) 5:8;6:16;9:13,16,16 fence (5) 12:5,13;21:19; 29:17,19 fences (2) 21:16,21 fencing (1) 12:4 few (5) 8:22;10:18;15:19, 19:21;17 fields (1) 33:16 fifties (1) 36:17 Figure (2) 19:11;29:19 filing (1) 30:16	fill (2) 10:24;39:1 fills (1) 28:3 finally (1) 31:11 find (5) 10:10;11:11;12:6; 23:17;29:10 fine (1) 21:16 fire (3) 23:17;28:25;32:1 first (8) 3:13;5:9;14:23; 15:4;19:8;28:9,14; 33:8 Fish (2) 23:9;32:24 fishing (2) 3:21;32:2 five (2) 23:12;37:12 Flaco (12) 10:18,20;11:3,8,12; 13:1;23:24;25:22; 32:24;33:6,8,20 flat (1) 27:11 Florida (1) 20:7 flowing (1) 20:20 folks (1) 20:21 forethought (1) 38:20 format (1) 41:13 forth (1) 32:25 forward (6) 6:5;9:9;19:23; 22:25;31:21;41:5 fountain (1) 20:2 four (1) 16:14 four-wheel (1) 4:11 fraction (1) 6:24 France (1) 34:15 free (1) 9:6 frequently (1) 21:22 fresh (1) 10:19 Fresno (1) 41:13 Friday (2)	3:19,24 friend (1) 40:3 friendly (4) 25:22;26:2;36:24; 37:6 friends (3) 10:4;13:17;14:11 front (1) 40:25 full (1) 27:4 Fundraisers (1) 29:25 future (3) 22:16;31:17,25 FUZIE (25) 3:1;5:7;6:15;9:11; 10:14;11:19;13:10; 14:17;17:1,5,8,11; 19:2;20:25;21:24; 24:19;26:25;28:5; 30:7,10;32:11;34:6; 36:8;38:24;41:3 G gateway (1) 16:9 gentleman (1) 37:19 gentlemen (1) 36:11 gets (1) 37:19 Ginger (4) 34:7;38:25;39:3,3 giving (2) 32:6;41:9 glad (1) 37:6 goes (4) 4:14;9:23;25:15; 40:3 good (18) 3:2;4:13,17;6:17; 10:10;11:21;13:15, 18:19;20:25;23:24; 24:25;26:8;29:15; 30:11;34:3;37:5; 40:19 gracefully (1) 32:9 Grand (12) 3:23;7:25;8:18; 15:9;18:10,25;19:21; 20:12,14;28:1;39:17; 40:5 Grande (10) 7:19;16:4;18:9; 19:12;20:19;23:11, 14;31:14,16;39:4 great (11)	10:12,19;16:15; 20:5;25:17,19,23; 30:1;39:23;40:21; 41:2 green (1) 26:14 grew (1) 36:15 ground (1) 27:4 growing (1) 13:24 grown (2) 35:1;36:18 guess (1) 14:21 guests (1) 16:12 guys (7) 3:16;10:6,10;21:7, 15;27:9;28:11 H habitat (2) 22:22;30:25 half (1) 17:20 handicapped (1) 40:2 hanging (1) 21:18 Haning (5) 22:6;24:23;27:1,2,2 happen (3) 18:16;25:10;28:23 happened (2) 23:2,3 happy (2) 38:14;40:7 hard (3) 7:15;28:10,12 hate (2) 12:7;35:17 haul (1) 38:4 haulers (1) 14:6 Hayes (5) 17:13;19:4;21:2,3,3 hazard (1) 21:21 health (2) 22:19;23:16 hear (1) 19:21 heard (4) 3:5;5:11;9:1;28:16 heart (1) 36:14 heaven (1) 34:13 Hello (1)
--	--	--	---	--

19:6 help (1) 39:8 Hi (6) 9:16;10:17;17:14; 21:3;27:2;39:3 high (3) 5:15;12:18;24:1 highly-interactive (1) 5:18 high-quality (1) 18:22 Highway (6) 5:22;8:12,12;18:17; 19:17;33:20 hiking (2) 40:15,17 hit (2) 21:19;31:2 hold (2) 12:10;17:9 holders (1) 25:7 holds (1) 16:7 home (3) 14:25;16:11;39:4 homes (1) 16:2 hook-ups (1) 27:5 hope (2) 7:16;41:14 hopeful (1) 6:19 Hopefully (3) 8:13;10:10;38:22 horse (6) 9:17,21,25;19:19; 34:19;40:21 horseback (1) 8:7 horses (5) 9:18;10:2,13;29:24; 34:20 hospitals (2) 23:15,17 hostage (1) 16:7 house (1) 25:12 houses (1) 40:25 huge (1) 39:15 hundred (1) 37:13 hundreds (1) 39:19 hurt (1) 40:2	I idea (11) 4:7,17;10:19;11:3; 19:20,25;23:24; 25:11;34:3,4;35:6 ideas (2) 3:8;21:5 ignored (1) 23:6 illegal (1) 16:5 impact (2) 39:14;40:11 impacts (5) 5:13;6:12,23;7:2; 8:2 imperative (3) 3:22;7:20,23 implementation (1) 5:22 important (7) 5:11;9:19;14:22; 25:24;26:17;32:18; 33:13 importantly (3) 24:7;26:8;33:19 impossible (1) 11:2 improve (2) 8:23,24 improved (1) 33:2 improvements (2) 5:24;24:5 incentives (1) 15:25 inches (1) 24:2 include (1) 7:4 included (3) 8:6;22:11;31:15 includes (2) 22:12;26:9 including (4) 5:19;14:10;21:5; 25:2 income (1) 39:21 incompatible (1) 32:19 increase (2) 26:23;28:25 increased (1) 15:15 incurred (1) 6:22 inevitably (1) 26:10 inform (1) 30:19	information (3) 3:10,11;30:3 infrastructure (1) 5:24 initiative (1) 6:13 input (4) 41:5,9,10,13 inquire (3) 23:1,9,15 inside (1) 27:18 instead (1) 10:11 intended (1) 22:16 intensity (2) 26:20,22 intensive (1) 5:17 interchange (2) 8:10,11 interest (2) 6:5;16:14 internationally (1) 26:15 intersection (3) 32:19;33:19,25 into (12) 5:2,5;19:8,9;23:6; 29:12;32:15;33:11, 11,24;37:8,15 investment (2) 5:25;8:22 inviting (1) 28:10 involve (1) 28:24 involved (1) 41:15 issuance (1) 6:4 issue (1) 21:25 issued (1) 5:16 issues (2) 7:6;18:12	J Jauregui (2) 24:24;28:6 Jeff (6) 3:14;5:7;6:15,17, 18;9:12 jeopardize (1) 24:9 jet (1) 3:21 job (1) 39:24 joined (1)	29:7 Juaregui (3) 27:1;28:8,8 June (1) 30:17 justice (2) 9:1,2 K keep (11) 4:6;9:14,24;14:5; 16:7;32:5;34:1;35:12; 37:16;38:19,20 key (2) 8:8;28:16 kids (9) 11:15;12:24;27:10, 11,18,20,20;35:1; 36:17 killing (1) 32:6 kind (7) 4:5,18,19,20;12:17; 14:22;33:18 kinds (1) 35:3 kiosk (1) 18:1 knew (1) 10:6 Knoff (4) 10:16;11:20;13:15, 16 known (1) 26:15 L La (5) 19:12;23:11,13; 31:14,16 Ladies (1) 36:11 Lalanne (2) 3:13,15 land (2) 4:12;28:15 landowners (1) 15:3 lane (1) 25:6 laned (1) 26:1 large (3) 19:11;21:5;32:23 larger (1) 15:13 Las (1) 15:20 last (4) 20:18;23:22;38:25; 39:1	later (3) 7:12;17:9;21:17 launch (1) 33:11 launched (1) 33:9 law (2) 24:12;30:20 laws (1) 32:3 LCP (1) 31:13 leaders (1) 6:5 Learn (1) 27:22 left (2) 7:25;33:22 legislation (1) 31:1 length (1) 24:16 lesser (1) 8:2 letting (1) 37:22 level (1) 9:4 lighting (2) 27:13,14 lights (1) 21:6 limited (4) 8:18,22;27:21; 31:25 limiting (1) 8:14 line (5) 12:18;16:24;29:17, 20;37:14 lines (1) 12:5 liquor (1) 15:21 list (9) 9:9;15:8;19:7;21:5, 6;22:10,11;25:3; 40:12 listen (2) 14:10;28:11 listening (2) 13:9;21:4 little (4) 8:16;32:16;34:13; 40:4 live (3) 5:12;17:19;30:14 lived (1) 14:24 lives (1) 40:5 load (1) 13:5
--	--	---	---	--	--

local (3) 6:5;19:10;31:13	Luis (2) 30:12,14	41:11	7:13	need (10) 8:4;15:2;19:9,13, 16:20;11:21:9;26:12; 34:17;38:5
located (1) 15:11	lunches (1) 9:6	Mel (1) 11:9	more (22) 13:23,24;14:15; 16:13;19:14,16;20:3, 11,13,15;21:9;23:3, 12;24:16;26:3;27:25; 35:6,6,7,11,12;39:11	needs (8) 6:1;24:7;26:16; 29:14;33:2,18,25; 34:4
location (5) 8:7,14;21:10,16,18	lungs (1) 36:25	member (1) 13:16	most (5) 3:18;11:15;24:7; 26:8;33:19	negativity (1) 36:22
locations (4) 8:3,5;20:9;26:5	LUP (1) 7:13	members (5) 3:17,18;11:7;30:13; 37:9	motocross (3) 4:9,10;27:10	neighbors (1) 22:20
lock (1) 18:1	Lyndi (6) 21:2;22:5;24:23,25; 25:1;26:25	mention (3) 14:4;22:15,24	motor (4) 18:9,11,12,22	nesting (2) 12:9,11
lodge (7) 4:25;5:2;10:9; 19:22;20:15;29:22,22	M	mentioned (4) 25:3;27:15;36:15; 37:25	motorhome (3) 11:13,14;38:3	net (2) 14:12;28:15
logistically (1) 11:1	magnitude (1) 32:14	Mesa (3) 25:10;27:3;29:1	motorhomes (1) 11:5	new (7) 7:18;8:10,11;11:11; 16:10;27:9;29:14
long (1) 38:3	maintain (6) 3:22;4:22;29:4,18, 19;30:2	mess (1) 12:23	mouths (1) 9:14	next (2) 6:6;19:3
long-range (1) 6:11	maintained (2) 26:23;29:5	met (3) 34:12,15;35:3	move (6) 4:15;11:8;12:9,11; 21:21;28:18	nice (1) 33:1
look (8) 4:9;6:6;10:22; 29:12;33:13;35:21; 39:24;41:5	major (2) 35:16;37:7	mic (2) 9:14;13:12	moved (1) 39:5	Nick (5) 3:13,14,15;5:7,9
looked (2) 33:25;37:6	majority (4) 3:24;6:23;15:22; 16:15	Michael (11) 6:16;10:15;19:4; 21:2;22:5,7,7;24:20; 30:8,9;36:9	moving (1) 6:5	night (1) 5:4
looking (6) 4:25;8:9;9:8;19:23; 25:14;39:25	makes (2) 12:21;21:20	MICHEL (1) 10:17	Moy (1) 11:9	Nipomo (4) 22:8;25:10;27:2; 28:9
looks (1) 34:24	making (3) 12:10;15:13;35:13	middle (1) 26:6	much (7) 14:5;23:8;32:14; 35:10;36:3,19;41:16	nobody (1) 37:21
lose (5) 4:19,23;13:22; 14:15;35:7	Management (3) 26:9;28:16;31:20	Mike (4) 32:12;34:7,10,10	mud (1) 33:17	noise (5) 7:4;15:14;18:4; 35:19;38:13
losing (1) 16:17	many (6) 23:1;35:7;36:20; 37:9,17;41:11	mile (1) 17:19	multiple (3) 28:20;29:25;32:17	noisy (1) 36:3
loss (2) 14:13;28:15	map (1) 25:15	million (6) 34:11;35:5,9,18,19; 39:25	Muscle (1) 38:4	noncompliance (1) 30:22
lot (13) 3:19;4:2,14;9:22; 10:7;16:17;19:16; 20:17;21:7;33:15,17; 35:11,12	mapping (1) 26:13	mind (2) 37:16;38:15	must (3) 5:12;31:12,15	non-motorized (1) 18:20
lots (2) 15:22;16:1	Maria/Guadalupe (2) 36:13;37:22	minds (1) 38:21	MX (1) 27:10	north (3) 4:19;18:9;21:10
Louis (1) 15:5	markers (1) 27:14	mission (1) 18:23	myself (2) 35:3;37:10	note (1) 16:11
love (4) 25:6,11;26:5,14	Max (4) 14:18;17:5,6,10	mistake (1) 8:1	N	notice (1) 22:9
Love-Haning (5) 21:2;22:5;24:23,25; 25:1	may (4) 5:14;21:19;31:6; 38:4	mitigation (1) 4:20	name (11) 6:17;9:16;11:22; 13:11,15;19:3;21:3; 22:7;24:25;28:8;39:3	noticeable (1) 39:12
lovely (1) 37:5	maybe (10) 4:8;13:1;19:20; 20:3,14,15,22;25:3; 37:12,13	Mmm (1) 18:2	named (2) 16:21,22	notification (1) 31:4
loves (1) 40:4	mean (4) 11:1;39:12,24;40:5	mom (1) 10:5	narrow (1) 23:25	nuisance (1) 41:1
low (1) 38:15	means (2) 15:2;36:17	moment (1) 23:22	nation (1) 32:7	number (3) 10:25;15:14;32:23
lower (1) 31:24	mechanism (1) 7:17	Monday (2) 3:19,24	natural (1) 19:13	O
low-income (1) 5:14	meet (1) 6:1	money (1) 29:14	near (2) 19:15;21:13	o0o- (1) 41:20
lucky (1) 40:10	meeting (3) 41:12,16,19	monitoring (4) 24:14,16;30:1,3	nearly (2) 14:25;23:7	Obispo (2) 15:5;30:14
	meetings (1)	months (1)		observed (1)

20:12 obstacle (1) 4:11 obvious (1) 28:16 oceanfront (2) 15:24;27:16 Oceano (38) 5:14,17;6:2,10,13, 21,22;7:6;8:8,23;9:3, 5:13;17:14;11:24; 15:5,6,8;16:3,9,23; 17:15,19;18:8,19; 19:14,25;25:19; 27:15,19;28:17; 36:14,19;37:13; 39:18,20,20,22 Oceano/Pismo (1) 25:18 ODSVRA (10) 6:20,23;7:1,7,8,18; 13:18;14:10;31:10,25 off (7) 12:13;21:18;31:16; 32:24;36:23;37:14; 38:17 off-beach (1) 20:11 offer (3) 15:16;18:21;26:11 officials (2) 5:19;23:16 off-road (10) 4:8,20;5:1;15:11; 16:7,15;18:17;21:11; 31:11;32:22 off-roaders (2) 3:19;5:3 often (2) 25:23;33:17 OHV (13) 10:22;11:23,24; 26:5,7,11,18,22;27:5, 18;36:22;40:16,18 OHVers (1) 40:22 old (2) 3:18;37:23 Once (2) 31:3;38:21 one (22) 3:2;11:23;12:17; 13:11;15:20;16:3,19, 22;21:4,8,17;22:24; 24:9,17;25:5;27:25; 28:2;33:14;39:6,20; 40:13;41:11 ongoing (1) 31:9 only (12) 3:4;6:24;7:2;12:21; 13:3;15:16;16:3; 21:10;24:9;25:24;	32:10;37:13 open (7) 4:18;12:13;14:1,2, 14;36:12;40:18 opened (1) 16:11 operate (1) 12:15 operating (3) 7:8;23:11;30:23 operation (1) 22:21 opportunities (3) 4:8;5:25;40:13 opportunity (5) 9:8;15:25;16:23; 18:21;32:9 options (2) 7:25;8:6 order (3) 9:18;29:3;33:24 orders (1) 15:12 Oregon (2) 13:2;26:11 organization (1) 11:23 organizations (1) 5:20 original (2) 7:8;23:10 Oso (12) 10:18,20;11:3,8,12; 12:25;23:24;25:22; 32:24;33:6,8,20 others (2) 28:13;41:10 otherwise (1) 22:17 ought (1) 23:15 out (34) 7:4,4;11:5,11,13, 24;12:4,14;13:4; 16:14;17:7;20:6; 21:22;22:3;23:17,18, 20;26:8;29:13,16,19, 20;30:3;34:13,18,21, 23;35:1,2,3;36:16; 37:15;39:1,13 over (15) 3:17;15:16;16:13; 20:22;21:19;23:8; 30:5,21;33:9;34:12, 14;35:20,20;36:6; 40:8 overall (1) 9:20 oversight (2) 31:10,12 overtime (1) 6:25 own (2)	27:22;39:4 owned (2) 14:24;15:20 P packet (1) 14:22 page (1) 22:9 paper (1) 16:20 park (39) 3:25;4:14;9:20; 10:1,11;11:4,5;12:2, 13,22;13:6,7,25;16:3; 18:1,21;19:9;20:13; 23:20;24:17;26:4,17, 19;27:18,20,23; 28:25;31:23;32:4,5, 10,17,21;36:21; 38:23;39:5,11;40:11, 23 parked (1) 40:24 parking (12) 9:23,25;10:8;12:18; 13:2,3;20:11,14,15, 16,17;33:2 Parks (13) 6:10,18;13:18;15:4; 22:15,18;23:4;24:11; 28:10;39:10,19,23; 41:4 Parks' (1) 18:23 park's (1) 15:7 part (4) 10:3;12:13;14:22; 26:23 partial (1) 22:10 participation (1) 41:6 particularly (1) 33:22 pass (1) 25:7 passing (1) 24:3 passive (1) 31:23 past (7) 12:7,12;16:5;22:16; 23:2;31:19;32:3 path (3) 19:17;20:7;27:19 Patrol (2) 11:7;29:6 patrols (1) 29:16 pay (1)	11:25 peaceful (2) 40:8,15 pedestrian (1) 7:5 pedestrian-friendly (1) 18:14 pedestrians (1) 17:23 people (58) 3:20,25;4:2,16;5:3; 10:1,7,25;11:4;12:24; 16:12;17:16;20:13; 27:6;29:13;32:6,23; 33:3;34:11,12,14,15, 16,17,18,19;35:3,4,5, 6,8,9,14,15,17,18,19, 20,22,22,23,24,25; 36:1,2,5,20;37:3,5,5; 39:8,16,19,24,25; 40:2,7,14 percent (1) 9:5 permanent (1) 7:11 permit (2) 7:8;30:22 permitted (1) 31:22 personal (1) 16:11 personally (2) 12:5;40:3 PETRA (1) 41:8 phenomenal (2) 40:1,14 Philippines (1) 37:2 Philips (1) 8:7 photo (1) 16:19 photos (1) 14:21 pick (1) 33:23 picnic (1) 26:6 piece (1) 34:13 Pier (28) 3:23;6:7;7:2,3,16, 25;8:15,18,19,20,22; 15:9,19,22;16:6; 17:22;18:4,10,13,25; 25:17,19;27:19;28:1; 39:17,22;40:4,25 Pismo (10) 3:17;11:6,12;16:16, 21,22;17:21;20:1,4; 27:16 place (9)	5:4;10:11;12:1; 14:7;26:13;35:25; 36:5;40:15,22 Plan (19) 5:17;6:3,13,19; 7:17,20;15:6,7;16:10; 18:24;19:9,11,18; 26:9,12;30:17,19; 31:5,13 planners (1) 6:6 planning (3) 6:11;25:16;41:15 plant (1) 14:23 platform (1) 20:9 play (1) 20:3 playground (1) 31:11 please (9) 3:9;13:12;16:8; 22:2;37:16;38:9,19; 39:10;41:9 plenty (1) 29:12 pm (1) 41:19 point (2) 31:21;38:1 points (1) 8:9 Pole (3) 12:11;21:11;28:2 poles (1) 37:15 police (3) 22:16;23:17,19 pollution (1) 18:4 pool (1) 20:2 portion (1) 19:12 possible (5) 6:6,7,12;7:12;27:12 possibly (2) 4:11;5:1 poverty (2) 9:4;16:24 preferably (1) 28:1 preparation (1) 22:10 present (1) 22:16 presentation (1) 3:3 presented (1) 21:5 presenting (1) 26:21
---	--	--	---	---

<p>preservation (1) 22:21</p> <p>preserve (1) 26:18</p> <p>president (1) 17:15</p> <p>pretty (2) 28:3;33:23</p> <p>previous (1) 21:4</p> <p>previously (1) 27:14</p> <p>primary (2) 7:1,15</p> <p>Prime (1) 15:24</p> <p>prior (1) 30:17</p> <p>private (1) 8:22</p> <p>proactive (1) 13:24</p> <p>probably (5) 9:1;15:1;16:13; 33:19;37:12</p> <p>problem (2) 7:24;39:9</p> <p>problems (2) 15:17;37:4</p> <p>process (10) 3:6,7,10;5:18,21; 14:2,11;25:2;41:6,15</p> <p>Program (6) 31:2,3,8,12,16,19</p> <p>programs (1) 29:25</p> <p>project (3) 22:9;25:14;34:1</p> <p>projects (5) 3:4,5,8,9;10;31:5</p> <p>prominent (1) 26:3</p> <p>promise (1) 9:24</p> <p>pronouncing (1) 30:9</p> <p>proposed (1) 22:12</p> <p>protect (1) 19:13</p> <p>protection (1) 28:13</p> <p>provide (3) 10:24;41:1,10</p> <p>Provided (3) 7:11;29:8;39:19</p> <p>provides (1) 8:11</p> <p>providing (1) 41:11</p> <p>provisions (1) 19:10</p> <p>public (18)</p>	<p>5:10,18,19,23;6:4; 12,19;7:17,20;13:9; 21:25;25:2;30:17; 31:2,8,12,16,19</p> <p>push (2) 12:17;29:15</p> <p>pushed (1) 30:5</p> <p>put (3) 17:2;32:15;36:22</p> <p>puts (1) 25:12</p> <p>putting (1) 10:8</p> <p>PWP (5) 14:23;25:2;26:9,23; 31:23</p>	<p>9:19;10:1;12:21; 32:18;39:9,9;40:2; 41:4</p> <p>recent (1) 15:12</p> <p>reclaim (1) 18:13</p> <p>recognize (1) 37:9</p> <p>recommend (1) 13:1</p> <p>recommended (2) 19:18;20:19</p> <p>record (1) 17:3</p> <p>recreate (1) 30:14</p> <p>recreation (10) 4:8,21;18:20,22; 25:25;27:23;30:24; 31:22,24;32:10</p> <p>recreational (2) 11:23;40:13</p> <p>reduced (1) 9:6</p> <p>Regarding (1) 25:14</p> <p>regulatory (2) 30:18;31:9</p> <p>re-imagine (1) 31:20</p> <p>reiterate (1) 25:4</p> <p>related (1) 18:22</p> <p>relates (1) 14:24</p> <p>relatively (1) 5:15</p> <p>relax (1) 16:17</p> <p>relics (1) 32:2</p> <p>remained (1) 6:3</p> <p>remains (1) 7:16</p> <p>remarks (2) 8:16;12:11</p> <p>remind (3) 9:13;22:1;24:21</p> <p>reminders (1) 13:11</p> <p>remove (1) 31:9</p> <p>removed (1) 24:11</p> <p>rendering (1) 31:11</p> <p>renewed (1) 6:4</p> <p>rent (1) 29:25</p>	<p>rental (1) 12:20</p> <p>replaced (1) 24:12</p> <p>Replogle (4) 14:19;17:12,14,14</p> <p>Report (1) 40:11</p> <p>represent (1) 3:16</p> <p>representing (1) 30:13</p> <p>request (1) 15:8</p> <p>required (1) 31:4</p> <p>requirements (1) 22:18</p> <p>resident (4) 22:8;25:11;27:3; 28:9</p> <p>residents (10) 5:12,18;6:2;16:3; 18:6;19:14;25:18; 28:17,22;36:13</p> <p>resources (4) 19:13;22:22,22,23</p> <p>respect (3) 13:13;22:20;37:18</p> <p>respectful (2) 12:4;24:21</p> <p>response (1) 29:1</p> <p>responsible (1) 15:2</p> <p>rest (1) 16:16</p> <p>restaurants (2) 16:2;18:15</p> <p>restrict (1) 38:22</p> <p>result (2) 8:13;33:12</p> <p>revenue (1) 16:17</p> <p>review (1) 26:20</p> <p>Revitalization (3) 5:17;15:6;19:18</p> <p>revitalize (3) 5:22;6:13;18:15</p> <p>rid (1) 25:9</p> <p>ride (10) 4:22;10:2,7;12:1; 13:21;16:15;26:7; 27:22,22;34:20</p> <p>ride-alongs (1) 29:7</p> <p>Riders (4) 3:17;10:12;14:10; 29:20</p> <p>riding (15)</p>	<p>9:17,18;12:15,16; 13:4;14:2,13,15; 15:11;18:18;19:24; 27:5;31:15,17,17</p> <p>right (10) 9:11,23;13:10;17:6; 19:3;20:13;33:22,23; 34:23;41:3</p> <p>Rio (1) 39:4</p> <p>rise (1) 33:9</p> <p>River (3) 9:17;37:24;39:5</p> <p>Road (13) 8:6,10;10:25;23:25; 25:24;5;33:5,6,8,14, 16,17,20</p> <p>Rock (1) 38:4</p> <p>rot (1) 16:2</p> <p>rough (1) 29:9</p> <p>round (1) 5:12</p> <p>route (1) 29:1</p> <p>ruined (1) 11:14</p> <p>RVs (2) 14:6;24:2</p>
	Q			
	<p>quality (3) 24:10,14;32:7</p> <p>quick (1) 28:3</p> <p>quickly (3) 22:3;33:21,23</p> <p>quiet (1) 18:6</p> <p>quite (5) 10:3;22:14;23:4; 25:15;33:1</p> <p>quote (1) 7:10</p>			
	R			
	<p>Rachelle (5) 17:12;19:4,6,6;21:1</p> <p>racks (1) 17:25</p> <p>railroad (2) 24:6;33:10</p> <p>raised (1) 20:7</p> <p>ramifications (1) 6:7</p> <p>rates (1) 5:15</p> <p>reach (1) 17:7</p> <p>read (3) 14:25;32:8;37:21</p> <p>reading (1) 26:14</p> <p>real (2) 8:3;15:24</p> <p>reality (2) 30:19;38:2</p> <p>realize (1) 6:20</p> <p>realized (1) 6:24</p> <p>really (8)</p>			
				S
				<p>Sacramento (1) 31:1</p> <p>sacrifice (1) 11:4</p> <p>safe (3) 16:4;18:19;34:1</p> <p>safeguarding (1) 12:1</p> <p>safely (1) 34:4</p> <p>safety (7) 21:25;22:19;23:16; 28:12,25;29:4,7</p> <p>sale (1) 15:23</p> <p>salt (2) 11:5,15</p> <p>Saltoon (4) 28:7;30:8;32:12,13</p> <p>salty (1) 38:16</p> <p>Sam (4) 28:6;30:8;32:12,13</p> <p>same (3) 35:23;41:12,13</p> <p>San (3) 15:5;30:12,14</p> <p>sand (4)</p>

7:4;18:17;32:8; 35:23 Santa (3) 36:13;37:22;38:10 Sara (6) 5:8;6:16;9:13,16, 16:10:14 saw (2) 26:20;33:9 saying (2) 8:25;34:2 scenario (1) 36:23 Schenk (4) 34:8;38:25;39:3,4 School (1) 9:6 science (1) 30:20 scope (1) 30:16 scoping (3) 3:6;5:10;6:9 Scouts (1) 29:24 Sean (6) 17:12;19:4;21:2,3, 3,24 Sean's (1) 25:3 seasonal (1) 12:10 second (1) 19:19 seconds (1) 13:8 secret (1) 26:18 seems (2) 24:7;28:2 selected (1) 7:11 sell (1) 11:24 Senate (1) 15:1 serially (1) 23:6 service (3) 5:19;6:11;23:10 serving (1) 31:24 session (2) 6:19;21:4 seven (2) 14:8;40:3 several (2) 21:12;29:6 shall (1) 7:11 shame (2) 39:18,20 shift (2)	28:21,22 shifting (1) 21:15 shops (1) 18:15 shot (1) 10:10 show (3) 16:20;34:23;35:20 shows (1) 16:21 shrink (1) 14:3 shuffle (1) 4:20 shut (1) 36:2 side (5) 24:2,3,3;30:4;33:14 Sierra (2) 30:13,13 sign (1) 41:14 signage (2) 26:13,16 significant (2) 9:9;24:5 signs (2) 15:23;26:14 sit (1) 16:2 sites (2) 20:6,8 situation (3) 12:23;22:2;24:4 situations (1) 21:22 six (2) 14:8;37:12 size (1) 15:15 skateable (1) 25:22 skiing (1) 3:21 sleep (2) 5:4;38:7 slow (1) 13:25 small (4) 6:24;16:3;20:2; 39:11 smaller (4) 15:13;35:8,13,13 solar (3) 21:5;27:13,14 solid (1) 28:12 somebody (1) 29:10 sometimes (2) 38:6;40:24 somewhere (5)	3:10;9:21;10:11; 19:25;41:1 son (1) 33:9 sorry (1) 19:21 sort (1) 25:9 sounds (2) 3:15;23:23 south (5) 4:15;7:18;8:8,19; 18:18 southern (14) 4:7;6:8;14:8;19:20; 23:23,23;25:8,11; 28:18,20,23;32:21; 34:3;39:7 spaces (1) 5:23 Spanish (1) 26:16 spare (1) 16:9 speak (2) 14:21;30:18 speakers (1) 3:13 speaks (1) 37:21 special (1) 7:10 species (1) 32:5 specific (1) 30:16 speed (2) 14:2;33:23 speeding (1) 23:20 spent (1) 37:11 spoke (1) 33:5 spot (1) 11:16 squares (1) 26:15 stables (2) 8:8;19:15 staging (6) 6:8;7:11;19:19,20, 21;40:21 stakeholders (2) 5:20;14:11 start (1) 12:10 started (1) 3:6 starting (1) 22:25 State (17) 6:10;8:21;13:17;	15:4;17:25;18:21,23; 22:15;23:4;24:11; 28:9;30:4,23;39:10, 18,23;41:4 statements (1) 9:15 states (2) 31:14;40:9 station (1) 24:14 stations (3) 24:16;26:2,3 stay (3) 5:5;6:10;41:15 steps (1) 6:6 still (5) 12:13,15;34:14; 35:13;38:25 stipulated (1) 29:2 stop (1) 20:18 store (1) 15:21 straight (2) 5:1;37:23 strategy (1) 5:22 street (2) 10:9;19:15 streets (1) 5:23 struggle (3) 37:8,17;38:10 stuck (1) 13:7 students (1) 9:5 Study (2) 7:23;9:3 stuff (3) 4:24;11:9;15:13 submit (1) 9:2 submitted (1) 21:7 subservient (1) 7:6 suggest (1) 31:18 sunset (1) 17:18 support (2) 6:1;18:23 sure (16) 4:6;9:24;10:6;17:2; 21:15;25:24;26:9,12, 18,22;28:14;29:3,18; 30:5;33:6,10 surf (1) 17:18 surfing (1)	3:21 surprise (1) 31:1 SUVs (1) 24:2 SVRA (2) 19:24;31:21 swing (1) 20:3 system (2) 26:13;27:15
T				
table (1) 31:17 talk (2) 23:22;32:16 talked (1) 10:8 talking (2) 26:10;39:16 talks (1) 37:19 tax (1) 15:25 temporary (1) 15:18 ten (3) 13:19;39:12,22 tents (1) 14:6 term (1) 9:1 terminated (1) 32:1 terrific (1) 32:18 thanks (2) 13:9;25:1 third (1) 37:7 though (2) 36:13;37:4 thought (1) 33:18 thousands (1) 39:19 three (7) 3:13;14:14,14;25:5; 30:21;34:8;39:2 throughout (2) 4:18;26:4 Thus (1) 31:18 tide (2) 12:18;38:15 times (5) 10:18;14:8;33:17; 37:17;39:23 tired (2) 37:10,11 tires (1)				

11:13 today (6) 12:1;14:5;16:22; 22:25;25:2;28:4 told (1) 36:16 tomorrow (2) 12:1;41:12 tongue (1) 38:7 tonight (3) 3:11;10:5;30:18 took (1) 40:12 top (1) 15:8 total (1) 37:12 Toti (4) 17:12;19:4,6,6 touch (1) 6:10 tours (1) 20:5 toward (1) 38:4 town (2) 14:24;16:9 towns (1) 16:22 toy (1) 14:6 track (11) 4:9,10;19:12;23:11, 14:27;10,10,10,11; 31:14,16 tracks (1) 33:10 traffic (7) 15:14;18:3,16;25:9; 33:24;35:19;36:3 Trail (4) 26:9,13,14;27:15 trailer (2) 9:25;13:4 trailers (2) 9:21;40:22 trails (2) 12:3;26:11 transition (1) 32:9 trash (3) 15:14;18:4;27:25 travel (1) 35:16 trek (2) 7:4,4 tried (2) 10:22;34:8 truck (1) 18:16 trucks (3) 17:24;38:12,14	truth (1) 30:3 trying (3) 12:22;39:24;40:17 Tucker (4) 14:18;17:5,6,10 turn (4) 33:22,22,22;41:6 two (12) 3:18;13:11;14:25; 16:12;21:8;24:3; 25:16;35:5,9,19;39:4, 25 type (1) 25:6 types (1) 25:25 U UC (1) 36:21 unaccessible (1) 21:11 uncle (2) 34:21,23 understandably (1) 22:11 undertake (1) 31:5 undertaking (1) 32:14 underway (1) 3:6 unemployment (1) 5:15 unfriendly (1) 17:22 UNGER (1) 41:8 unique (2) 26:11;40:10 United (1) 40:9 unload (1) 13:4 unlock (1) 29:10 unmotivated (1) 29:11 unpleasant (1) 18:3 unsafe (2) 17:22;22:2 up (23) 11:8,9;12:20;13:5; 14:2,14;18:1;21:9,19, 25;28:3;33:23;35:1, 20;36:15,18;37:19; 38:4,18;40:18,23; 41:7,14 updates (1) 41:14	upon (2) 29:21;31:2 urge (1) 6:9 USA (1) 16:21 use (11) 3:20;4:1,14;8:18; 13:1,3;20:19;23:13; 31:23;32:23;33:16 used (4) 10:20;11:16;15:9; 37:23 user (1) 11:23 users (3) 12:21;14:10;28:25 uses (3) 18:14;32:17,19 using (6) 3:25;5:3;11:12; 16:6;20:16;39:5 utilize (2) 4:12;38:11 V vacation (1) 4:2 variety (1) 40:10 vast (2) 15:22;16:15 Vegas (1) 15:21 vegetation (5) 4:23;12:2,3,14; 27:17 vehicle (11) 8:14,17,19,21;12:8; 15:9,11;16:8;18:13; 22:21;27:21 vehicles (17) 4:4;7:5;11:25;12:5, 19,22;13:4;15:15; 16:15;18:9,11,22; 21:11;29:4;32:22; 38:2,6 Vehicular (3) 30:23;31:22;32:9 via (1) 17:7 viable (1) 7:25 vicinity (1) 7:3 view (1) 7:21 violation (1) 24:11 vision (3) 5:21;30:18;31:21 visitor (1)	31:24 visitors (4) 18:6;20:11;22:19; 23:19 voices (1) 5:11 void (1) 23:12 volunteer (4) 13:18;29:6,13,16 volunteers (1) 11:7 W walk (8) 17:17;20:12;25:18, 23;32:24;34:17,21; 37:14 walkable (1) 25:21 walking (2) 25:24;27:19 walkway (1) 33:1 wash (1) 38:17 waste (2) 26:2,3 watch (1) 17:18 water (4) 12:8;20:1;37:16; 38:16 waterfront (1) 12:20 way (10) 12:12;13:5,8;23:11; 25:16;29:19;30:25; 31:6,8;34:9 ways (1) 34:8 week (1) 40:3 weekends (1) 4:2 weeks (2) 21:17;37:12 welfare (1) 22:19 West (1) 40:9 whatsoever (1) 23:13 whole (5) 7:20;11:11;21:7; 36:15,23 wide (1) 24:2 widen (1) 24:5 wife (2) 14:4;38:7	Wildlife (1) 23:9 willfully (1) 24:11 Willow (1) 8:10 win (1) 25:12 wind (2) 11:11;30:1 windsurfing (1) 3:20 win-win (1) 39:7 wish (3) 16:8,19;31:6 within (5) 5:16;22:8,18;23:16; 26:19 work (5) 11:1;14:12;15:4; 28:12;30:14 working (1) 28:10 Works (10) 6:12,19;7:17,20; 30:17;31:2,8,12,16,19 world (5) 14:7;16:13;34:13, 14;36:6 worse (1) 39:23 worst (1) 32:7 Wow (1) 35:21 wrap (1) 41:7 wrecked (1) 11:9 writing (2) 3:11;32:8 wrong (1) 13:12 Y yards (1) 37:14 year (4) 5:12;11:25;14:8; 39:25 years (11) 3:18;11:16;13:19; 15:16;16:6,12;23:7, 12;29:6;35:1,12 yesterday (1) 16:21 yielded (1) 5:21 Yosemite (5) 32:1;35:20,21,22, 24
---	--	--	--	---

Young (7) 19:5;21:2;22:5,7,8; 33:5,15	30:13 34 (1) 13:8 35 (3) 23:7;35:1,12			
Z				
zone (3) 15:25;16:23;33:24	4			
1	4 (1) 19:11			
1 (5) 5:22;8:12;12:11; 19:17;33:20 1,500 (4) 4:22;12:16;13:22; 35:10 100 (2) 9:5;11:7 101 (2) 8:10,12 104 (1) 24:2 10-acre (1) 27:20 15 (1) 11:16 15,000 (1) 13:21 18 (1) 7:13 1980s (1) 13:21 1982 (1) 7:9 1B (1) 7:10	5 5- (1) 27:20 6 66 (1) 8:7 67 (1) 10:20 7 7,000 (1) 16:3 7:23 (1) 41:19 8 82 (2) 10:20;11:6 88 (1) 39:6 9			
2				
2 (4) 12:11;21:11;28:2; 34:11 20 (1) 16:6 20,000 (1) 3:17 200 (1) 16:13 2013 (2) 5:16;6:4 2016 (1) 7:23 22nd (1) 19:15 249 (1) 15:1	9th (1) 30:17			
3				
3 (1) 22:9 3,000 (1)				

This page intentionally left blank

CALIFORNIA STATE PARKS
THE NATURAL RESOURCES AGENCY
OFF-HIGHWAY MOTOR VEHICLE RECREATION DIVISION

OHV PUBLIC MEETING
(Public Comment Portion)

May 23, 2018
5:30 p.m. to 6:52 p.m.

Held at
Radisson Hotel Fresno Conference Center
1055 Van Ness Avenue
Fresno, CA 93721

CERTIFIED

Reported by THRESHA SPENCER, CSR No. 11788

SCRIBE REPORTING & LEGAL COPYING
Certified Shorthand Reporters

2207 J Street
Sacramento, CA 95816

916-492-1010

FAX 916-492-1222

INDEX OF APPEARANCES

OHV DIVISION STAFF:

MAT FUZIE, Acting Deputy Director

AECOM CONSULTANTS:

JIM NEWLAND, DPR Project Manager
MATT HERTEL
PETRA UNGER

OTHER OHV DIVISION STAFF AND REGISTERED VISITORS

--o0o

18:22:21 25

18:22:22 1 JIM NEWLAND: All right. Well, thanks all. As
18:22:24 2 you've heard from both Matts, we're going to provide
18:22:27 3 you with three minutes. There will be no ceding of
18:22:30 4 time to other folks. We want to hear from everyone who
18:22:31 5 wants to speak, and I think it goes without speaking to
18:22:34 6 be respectful of anybody's comments, whether you agree
18:22:37 7 or disagree. No cheering, no boos, no grumps.

18:22:40 8 We just want to hear everything that you have to
18:22:42 9 say and give us some ideas of what you think that this
18:22:45 10 plan should include and any environmental issues that
18:22:50 11 might you think we might need to address.

18:22:51 12 All right. So I'll just read off the first
18:22:52 13 name, and then the second person who is up next to keep
18:22:54 14 us moving.

18:22:55 15 So first we have Nick Lalanne followed by Gene
18:23:00 16 Schroeder.

18:23:08 17 NICK LALANNE: Okay. So this probably going to
18:23:12 18 be my most productive comment session that I've done
18:23:15 19 with you guys. I think you know who I am and who I
18:23:17 20 represent. We've mentioned the MX track in that
18:23:23 21 camping area, by Oso Flaco, and the 4-wheel drive
18:23:28 22 obstacle course. I think that enhances the park
18:23:32 23 overall and the people who enjoy using the park.

18:23:35 24 I think you need to implement a one-to-one
18:23:38 25 ratio. If you take an acre, you need to open another

18:23:42 1 acre back, but I think off-roader input on where that
 18:23:45 2 acreage is should be highly valuable, so that way we
 18:23:50 3 get good or equivalent dune usage, you know, we would
 18:23:55 4 like to see bigger dunes probably toward the back for
 18:23:59 5 most people.

18:24:00 6 In the park we'd like to see riding
 18:24:03 7 destinations. We like to ride to places, and the park
 18:24:07 8 doesn't really have that available. So one of the
 18:24:09 9 ideas that I have is you guys have a finger of property
 18:24:15 10 you own south of Oso Flaco that's inaccessible,
 18:24:15 11 possibly making a road or a trail going to that. Even
 18:24:18 12 if the area -- you can't ride back there is big, it
 18:24:21 13 would just need to go to a new spot.

18:24:24 14 I think in the plan you need to write in there
 18:24:27 15 that you will attempt to purchase any property that
 18:24:31 16 touches your park in any place expanding the park even
 18:24:36 17 if it's not area that we can ride, I think it is still
 18:24:40 18 valuable for California State Parks.

18:24:43 19 You need to look at getting straight freeway
 18:24:46 20 access from 101 and the road directly to where the new
 18:24:51 21 campground will be placed, along with working with the
 18:24:54 22 county or any cities that you would need to to have
 18:24:56 23 proper zoning in those areas so that way infrastructure
 18:25:01 24 can be built up along that road that would support the
 18:25:03 25 off-roading community such as a gas station or possible

18:25:06 1 off-road storage or the rental companies.

18:25:08 2 I think in your campground that you have that
18:25:13 3 you want to build in the Oso Flaco area, I think group
18:25:18 4 camp spots would also be good. People like to camp
18:25:21 5 together, so if you have a big open area that you can
18:25:24 6 fit five, six trailers in, you know, they could rent
18:25:25 7 out that section all for the group of people that they
18:25:28 8 currently camp with and just be able to do it back in
18:25:31 9 that area.

18:25:34 10 If we're looking at the Oso Flaco entrance, to
18:25:39 11 be able to bring a vehicle onto the beach isn't really
18:25:42 12 available, so you'd have to build a road from there --
18:25:45 13 from Oso Flaco to the beach. This would also allow
18:25:49 14 people to access the southern section of the beach
18:25:52 15 because you couldn't take a truck and trailer through
18:25:54 16 the dunes to get there. It would alleviate some of the
18:25:58 17 congestion going through Pier and Grand Avenue.

18:26:02 18 And again, like I said, a trail system
18:26:06 19 throughout the dunes that gives us destinations to ride
18:26:10 20 to, picnic tables, swing sets or playgrounds that we
18:26:14 21 can ride to in that campground, you know, possibly a
18:26:18 22 restaurant or something of that sort, you know, or
18:26:21 23 close enough that we could ride our off-road vehicles
18:26:24 24 to so we don't always have to get into our street legal
18:26:27 25 vehicle and drive into town. I think all those things

18:26:30 1 would be beneficial to the park. Thank you.

18:26:32 2 JIM NEWLAND: Can I ask you to speak your name
18:26:35 3 so we get it right for the record?

18:26:35 4 NICK LALANNE: My name is Nick Lalanne, and I'm
18:26:37 5 with the Pismo Dune Riders.

18:26:39 6 JIM NEWLAND: Thank you very much. And I'll
18:26:40 7 just ask everybody else, if they could -- in case I
18:26:42 8 butcher your name especially -- but to just say your
18:26:44 9 name. And if you represent yourself or a group, we'd
18:26:47 10 appreciate that for the record.

18:26:48 11 So we have Gene Schroeder, and Steve Lalanne
18:26:54 12 after.

18:26:59 13 GENE SCHROEDER: Hello, my name is Gene
18:27:02 14 Schroeder, and my family and friends have been
18:27:04 15 recreating and camping on the dunes for over 46 years.
18:27:08 16 I have witnessed generations of family grow up there,
18:27:11 17 and the memories that they've made -- all of us have
18:27:15 18 found fond memories of special places we have enjoyed
18:27:19 19 with family and friends. Oceano Dunes is one of those
18:27:23 20 places.

18:27:24 21 And as part of the fabric of who we are, our
18:27:29 22 friends and families, we camp together, we're together
18:27:31 23 in the evening, we ride together, and that's a
18:27:34 24 special -- it's a special meaning to all of us.

18:27:37 25 Over the years I have witnessed our riding areas

1 go from 15,000 acres to a mere 1,500 acres, a shell of
2 its former glory days. We need to reopen more dunes
3 and dune access.

4 Now is the time to reopen the southern Oso Flaco
5 entrance to the dunes by building a state-of-the-art RV
6 park with full hookups and dune access. I have camped
7 in that southern Oso Flaco campground years ago, and it
8 was a welcomed camping area for those who didn't want
9 to cross the creek, deal with the tide and wind.

10 This is a win-win situation for all the
11 stakeholders involved. None of the off-road community
12 wants to be a burden to the local community accessing
13 the beach on Pier and Grand Avenue. Just think how a
14 southern campground and entrance would impact the
15 traffic on these current entrances. Reduce traffic,
16 reduce noise, reduce pre-crossings sounds like a plan
17 to me.

18 I join with thousands of others in calling for
19 the increase in the riding and recreation acreage
20 available to the public. Along with the increased
21 camping pass -- increased camping passes should go from
22 1,000 to 1,500. This would generate -- would generate
23 much needed income. Too much of our riding acreage has
24 been lost over the years. It is time to reverse the
25 curse and rebuild access for all. Thank you.

18:29:18 1 JIM NEWLAND: Thank you. Next we have Steve
18:29:21 2 Lalanne followed by Anthony Andre.

18:29:36 3 STEVE LALANNE: I'm Steve Lalanne. I've been --
18:29:41 4 my first beach buggy was built in 1962, so I've been
18:29:44 5 there doing the whole length of it. I gave up on the
18:29:47 6 dunes because of the closures, and I quit going until
18:29:51 7 Nick started doing his thing, and I really went out
18:29:54 8 there and enjoyed it.

18:29:55 9 And I appreciate that the parks have kept it
18:29:58 10 open, because I would have bet you money in the '80s we
18:30:01 11 would have lost the entire beach.

18:30:04 12 The rest of my comment is one thing. Earlier
18:30:06 13 we're talking to your officials here, and your idea of
18:30:10 14 the back of the motorcycle track and kids track and
18:30:15 15 picnic areas, and it's the way to go. I think that the
18:30:19 16 change is timed, and it will be a good thing for
18:30:22 17 everyone. Thank you.

18:30:24 18 JIM NEWLAND: Thank you. So next we have
18:30:26 19 Anthony Andre, and will be followed by Stasha Tiller.

18:30:31 20 ANTHONY ANDRE: Good evening again. My name is
18:30:34 21 Anthony Andre. I do not represent an organization, I
18:30:37 22 represent myself as an off-roader. My name is -- well,
18:30:41 23 sorry.

18:30:45 24 I would like to see a southern entrance past the
18:30:51 25 Arroyo Grande Creek. And, also, like I said last

18:30:52 1 night, moved the bird closure to Pier Avenue to Pole 2,
 18:30:56 2 as that way it will open up to Pole 9. Also, I'd like
 18:31:01 3 to see improvements in trash locations. We can also
 18:31:04 4 add a large trash bin to the existing area, move that
 18:31:08 5 within Pole 2, so that way people can use their OHVs to
 18:31:13 6 dump the trash instead of having to get in the vehicle
 18:31:16 7 and go past Pole 2.

18:31:19 8 Also, possibly trash bins near the bathrooms,
 18:31:23 9 larger lockable lids or latch bolt to keep the birds
 18:31:28 10 and everything out of it, but then also it will
 18:31:30 11 increase people actually dumping their trash instead of
 18:31:34 12 leaving it for everybody else to pick up.

18:31:37 13 The Oso Flaco campground, I would like to see
 18:31:39 14 full hookups with either a kid area or an off-road
 18:31:42 15 park, obstacle course, motocross, whatever it be.
 18:31:45 16 Also, then I'd like to see fence patrol or maintenance.
 18:31:49 17 I know you guys put up fence either seasonal or wind
 18:31:54 18 fencing. A lot of times the wind will blow underneath
 18:31:57 19 the fence, knock it down, it creates a hazard for
 18:32:01 20 riders and park goers.

18:32:04 21 Lighted pole markers, lights in the bathrooms,
 18:32:07 22 also possibly I know everybody has YouTube, has access
 18:32:13 23 to YouTube. There is a sand cleaner, and it goes
 18:32:17 24 either on the front of a Bobcat or behind a tractor,
 18:32:20 25 and it shifts through the sand, picks up the trash

18:32:22 1 particles, and dumps it into a bin. We can then remove
18:32:26 2 all of the trash and litter out of the beach in the
18:32:30 3 camping area and make a cleaner, safer beach for
18:32:33 4 everybody. Thank you.

18:32:34 5 JIM NEWLAND: Thank you. Stasha Tiller will be
18:32:38 6 followed by Narvell Conner.

18:32:46 7 STASHA TILLER: Good evening. My name is Stasha
18:32:49 8 Tiller. And, first off, I want to say thank you for
18:32:52 9 being here today and recognizing that the Central
18:32:55 10 Valley does have a large presence on central coast, and
18:32:59 11 for having a meeting in the evening, which is helpful
18:33:02 12 to those of us who work.

18:33:04 13 So for my comments, and I like the idea of a
18:33:05 14 southern entrance and opening that up, I think that
18:33:08 15 alleviates a lot of issues with local community, with
18:33:12 16 traffic, with some of the other air quality issues, so
18:33:16 17 I do like that idea.

18:33:17 18 And I would also like to see some riding trails,
18:33:21 19 that would be possible, but what I also would like to
18:33:24 20 see, if you are going to implement trails, would be to
18:33:27 21 have appropriate signage. Because I think one of the
18:33:31 22 pitfalls of trails is that people tend to go off, and,
18:33:34 23 you know, maybe because they're not signed correctly or
18:33:38 24 they weather, so I think the maintenance part of that
18:33:41 25 would be extremely important.

18:33:43 1 I do like the idea also that -- the last time I
18:33:46 2 just brought up about more trash bins or at least more
18:33:48 3 accessible trash bins, as well as the enforcement of
18:33:53 4 those that are leaving trash behind, specifically
18:33:57 5 talking about the camping portion of it.

18:34:00 6 But, to me, the absolute most important is the
18:34:03 7 no net loss. And again, since 1982 we went from
18:34:08 8 15,000 acres of riding areas to 1,500, and since 1982
18:34:13 9 we've seen incremental closures on top of that, whether
18:34:18 10 it is seasonal or whether it's some of the things that
18:34:19 11 we're experiencing now, and it's making it a smaller
18:34:23 12 park, there's more people, and there's more potential
18:34:27 13 for danger. And so I would like to see that no net
18:34:30 14 loss at all, you know, acre-for-acre. If you close an
18:34:33 15 acre, open an acre back, please.

18:34:35 16 The last thing. My family has been going to the
18:34:38 17 dunes as long as I can remember, and even before I was
18:34:40 18 born, my dad was out there with his buggy and, you
18:34:43 19 know, before 1982.

18:34:44 20 And this park is extremely unique, not just to
18:34:48 21 California but to the country, and maintaining the
18:34:50 22 access for all, not just the off-roaders, but the
18:34:54 23 campers, the fishermen, the horseback riders, you know,
18:34:58 24 I think that's extremely important to make sure that
18:35:00 25 all stakeholders are heard.

18:35:02 1 So I do appreciate these public meetings and the
18:35:05 2 bright green stars that are on there allowing for
18:35:08 3 public input.

18:35:09 4 So I just want to make sure that, you know, open
18:35:12 5 access for all, maintain that will be extremely
18:35:15 6 important. Thank you.

18:35:16 7 JIM NEWLAND: All right. Thank you. Narvell
18:35:20 8 Conner will be followed by Rob Hunter.

18:35:29 9 NARVELL CONNER: Good evening. My name is
18:35:32 10 Narvell Conner, and I represent a large group of
18:35:36 11 people, the Sierra National Forest and the Stewards of
18:35:41 12 the Sierra, that participate in that.

18:35:44 13 I would like to make mention that over the years
18:35:49 14 I've spent many, many years over there with my kids
18:35:53 15 growing up and my grandkids, and now I'm working with
18:35:57 16 my great grandkids. So we have spent many years over
18:36:01 17 there, and I think it has really helped develop them
18:36:05 18 and give them direction in life.

18:36:10 19 The outdoor activities that go on keeps them
18:36:13 20 away from the computers and the iPhones and everything
18:36:16 21 else. It gets them to understand and enjoy some of the
18:36:22 22 special things in life.

18:36:26 23 I agree with a southern entrance, and probably
18:36:33 24 expand that area back to kind of what it used to be,
18:36:36 25 with an entrance from the south, would certainly help

18:36:46 1 in increasing the amount of people that go there.

18:36:52 2 As you know, for years and years and years we
18:36:55 3 were able to go down the slide and spend time down
18:36:59 4 there, and it was wide open and much safer.

18:37:04 5 Now that you've closed -- or the area has been
18:37:07 6 closed down, it is a little bit more hazardous, quite a
18:37:15 7 bit more hazardous to go over. I've heard a number of
18:37:17 8 people saying "I can't go over there anymore. It's
18:37:20 9 just not safe to go over."

18:37:22 10 With that in mind, you might consider some areas
18:37:26 11 where you could have direction, and all the traffic
18:37:31 12 would be flowing in the same direction. The slower
18:37:38 13 people that would maneuver, kids, children would be on
18:37:42 14 the inside and could go slower, and those that like to
18:37:47 15 jump the dunes would be on the outside, so direction
18:37:52 16 might help over there. I know it's getting to be
18:37:56 17 quite -- quite a bother as far as the number of people
18:38:00 18 that show up.

18:38:01 19 I would say don't judge the amount of people
18:38:04 20 that are here tonight by the interests over there.
18:38:08 21 Look at what goes on over there. There are weekends,
18:38:12 22 whenever they have to close it down, because they just
18:38:15 23 don't have any more room to go in there. So that's one
18:38:19 24 thing.

18:38:20 25 But more space is needed. As it's been talked

18:38:24 1 about already, they've shut down some of the area over
18:38:27 2 the years, and we're down to a very small amount now,
18:38:32 3 and that creates more of a problem than anything.
18:38:39 4 Thank you very much.

18:38:41 5 JIM NEWLAND: Thank you. Next we have Rob
18:38:44 6 Hunter followed by Ileene Anderson.

18:38:50 7 ROB HUNTER: My name is Rob Hunter, and, first
18:38:52 8 of all, I want to thank all of you guys for coming and
18:38:55 9 participating in this. You know, I wasn't going to say
18:38:59 10 anything. We've heard a lot of the same comments over
18:39:01 11 and over, but I think the one thing that I want to say
18:39:03 12 is the fact that I have been going to that beach for,
18:39:05 13 you know, four generations. 13 years ago the rangers
18:39:10 14 asked me to be part of a volunteer program, and the
18:39:14 15 reason they asked me was because I think they saw
18:39:17 16 something in the part of helping, we wanted to help.

18:39:20 17 And so I thought that's something I do every
18:39:23 18 day, and it is something I would always do, so why not
18:39:26 19 help. And so I stepped in and I started a program with
18:39:29 20 them that I feel that has really helped and move the
18:39:34 21 Rangers into a position to be able to do their job at a
18:39:37 22 better level so that we can take some of the pressure
18:39:39 23 off of them.

18:39:40 24 And I think that's what you find in off-roading.
18:39:43 25 Off-roaders are people that want to help. They're not

18:39:46 1 people who want to take away things.

18:39:48 2 And I think we really need to come together as a
18:39:51 3 group to come together with a plan. Do we have a plan
18:39:54 4 for a riding destination? Do we have a plan for trail
18:39:58 5 management? I think Mat said the comment, you know, as
18:40:01 6 it first kind of evolved, it was just kind of thrown
18:40:04 7 together, and that's true. I remember going to Devil's
18:40:06 8 Slide, I remember camping wherever you wanted to camp.

18:40:09 9 And then all of a sudden it's blocked off, and
18:40:12 10 now we've got the rules. And the rules start -- they
18:40:14 11 were never established correctly, right, they were just
18:40:16 12 rules.

18:40:17 13 So I think we have an opportunity with all the
18:40:20 14 pressure that's there is to make some right decisions,
18:40:23 15 and the right decision is when we do represent a small,
18:40:26 16 small group, you know, ten percent here, one percent
18:40:30 17 here. There's a couple hundred thousand people that
18:40:32 18 come from the valley over to Pismo -- we always called
18:40:36 19 it Pismo, Oceano Dunes.

18:40:39 20 You know, and that's because that's usually the
18:40:42 21 way it works in groups. There's a small percentage of
18:40:46 22 people that are willing to take that risk and go out
18:40:48 23 there and talk and do those kinds of things. But we
18:40:51 24 represent a huge mass of people. 2 million visitors a
18:40:55 25 year, that is not a small number.

18:40:58 1 So in saying all that, the south entrance, that
18:41:01 2 would be fantastic. We used to have that, remember
18:41:05 3 that, you know, it would off that pressure, off the
18:41:08 4 Grand Pier, and at the same time I think there's so
18:41:11 5 many different opportunities that we could do a trail
18:41:13 6 management with a property that parks owns, that we can
18:41:17 7 start evolving that property. But also the question I
18:41:21 8 asked about how long it takes to do that.

18:41:23 9 What I'm worried about is in two years now is a
18:41:27 10 whole another set of problems, and now we're still
18:41:29 11 right back where we started from. We have to set a
18:41:32 12 goal and make that goal happen, and that's my big
18:41:35 13 thing.

18:41:35 14 I'm going to stay with it. I wasn't going to
18:41:38 15 say anything tonight, you know, but they're not going
18:41:40 16 to kick me out of volunteers until I quit coming over
18:41:44 17 there, right?

18:41:44 18 And so what I'm saying is we've all got to get
18:41:45 19 involved and we've got to work together for that goal,
18:41:46 20 and that goal is to keep that park open. And it keeps
18:41:50 21 everyone working and it keeps that economy flowing. So
18:41:52 22 I want to thank you guys for the opportunity. Thank
18:41:55 23 you.

18:41:55 24 JIM NEWLAND: Thank you.

18:41:57 25 Ileene Anderson followed by Amy Granat.

18:42:03 1 ILEENE ANDERSON: Hi, I'm Ileene Anderson. I'm
 18:42:07 2 with the Center for Biological Diversity, and we would
 18:42:10 3 like to see a comprehensive approach that begins with
 18:42:13 4 updating the General Plan based on the fact that the
 18:42:18 5 current plan is over 30 years old and times have
 18:42:21 6 certainly changed.

18:42:22 7 While these projects proposed tonight do comply
 18:42:26 8 with the old general plan, that plan is so dated that
 18:42:29 9 it may no longer provide appropriate guidance for the
 18:42:33 10 project or for the other plans that are moving forward,
 18:42:36 11 for instance, the Interpretive Management Plan.

18:42:39 12 We also think that that more comprehensive
 18:42:43 13 approach should include a new coastal permit that
 18:42:46 14 complies with the local coastal program. We'd like to
 18:42:50 15 also see it include the HCP that you're embarking on
 18:42:53 16 for the plover and tern and other sensitive species, as
 18:42:56 17 well as addressing the abatement of the current air
 18:42:59 18 pollution challenges.

18:43:00 19 If that single comprehensive approach is not
 18:43:03 20 feasible, we still believe that an updated general plan
 18:43:07 21 to bring the management into the current Century is
 18:43:10 22 necessary and would allow proper tiering of subsequent
 18:43:14 23 documents.

18:43:14 24 And I'd like to end by complimenting the park on
 18:43:18 25 your efforts to protect the plovers and the terns, and

18:43:21 1 we look forward to working with State Parks to provide
18:43:23 2 additional safeguards for the wildlife resources of
18:43:27 3 this incredible place. Thank you.

18:43:29 4 JIM NEWLAND: Thank you.

18:43:30 5 Amy Granat.

18:43:38 6 AMY GRANAT: Hi. I just get to move up a seat.

18:43:44 7 Amy Granat, Managing Director of the California
18:43:45 8 Off-Road Vehicle Association or CORVA.

18:43:46 9 I'm channeling Ed Waldheim Wilhelm with my
18:43:51 10 orange jacket tonight, for those who know him. Many
18:43:53 11 people don't know that Ed was one of the people who
18:43:56 12 first helped found Friends of Oceano Dunes, and he had
18:44:01 13 a lot of very strong emotions about keeping as much
18:44:05 14 area of the park open as possible.

18:44:07 15 With that, there are just a few suggestions.
18:44:10 16 One, I really want to compliment everybody who came
18:44:13 17 tonight, because the suggestions that I've heard have
18:44:16 18 been very, very substantive, and they've given a lot of
18:44:20 19 great ideas. One thing you can't help but notice is
18:44:22 20 the need for family-based recreation, and opening the
18:44:26 21 southern entrance would give the opportunity to supply
18:44:30 22 more family-based campgrounds, more opportunities that
18:44:34 23 the community really needs.

18:44:38 24 We've seen through the years -- people have
18:44:40 25 commented on how many closures there have been. A lot

18:44:44 1 of them have been based on rather sketchy scientific
18:44:48 2 evidence or been forced by legal challenges or
18:44:51 3 avoidance of legal challenges.

18:44:53 4 I'd really like to push the Park this time,
18:44:56 5 State Parks, to not work according to ideology, which
18:45:00 6 may have been the direction that the APCD took, but
18:45:04 7 rather base it on facts. There are a lot of unknown
18:45:08 8 facts still that we would like to see further
18:45:11 9 investigated with the Air Pollution Control District
18:45:15 10 and the source, but one thing is for sure, change the
18:45:20 11 traffic patterns.

18:45:23 12 Perhaps we don't need to see subsequent changes
18:45:25 13 or closures. So if we changed the traffic patterns and
18:45:29 14 moved people away from the problematic areas, I'd like
18:45:32 15 to challenge State Parks not to close anything, if at
18:45:35 16 all possible. We're a very, very small area, so we can
18:45:39 17 actually come out of this with net gain rather than any
18:45:40 18 loss. That would be my hope.

18:45:41 19 State Parks has done a wonderful job of
18:45:45 20 protecting the plover and the tern, and I don't expect
18:45:49 21 any of that to change. We fully support the need to
18:45:53 22 protect those species, but we also support the need to
18:45:55 23 protect our families.

18:45:57 24 Many people know the Central Valley does not
18:46:00 25 have State Parks, they just aren't here, but for many

18:46:04 1 people in the Central Valley, Oceano Dunes is their
 18:46:08 2 State Parks. So it is really critical for the people
 18:46:11 3 in this area, thank you very much for coming to Fresno,
 18:46:14 4 that you think about their two weeks spent in the
 18:46:18 5 summer when it is 110 here, and they go to escape to
 18:46:23 6 the dunes with their family. That's a critical time
 18:46:25 7 for them, a critical time to get out of there, and we
 18:46:28 8 need to make sure that we keep the areas open to them.

18:46:32 9 One last word, and this is because of my
 18:46:35 10 experience with Ocotillo Wells and the lawsuit with
 18:46:39 11 Ocotillo Wells, be very careful about trails. Part of
 18:46:42 12 that lawsuit was about the need for trail travel.
 18:46:47 13 Trails in dunes areas are notoriously difficult to
 18:46:51 14 manage and maintain. The very substance of the dunes
 18:46:55 15 is very changeable. Keep it as an option rather than a
 18:47:00 16 requirement. Thank you.

18:47:02 17 JIM NEWLAND: Great. Well, unless there's
 18:47:04 18 something -- more slips that have been turned in,
 18:47:07 19 that's all the slips that we've had. If there is
 18:47:10 20 anybody else who would like to speak, feel free to --
 18:47:12 21 or we'll wait for you. We're doing very well on time,
 18:47:15 22 and we still have the hall for a while. But I don't
 18:47:19 23 see anybody jumping up at this point, so perhaps that's
 18:47:22 24 it.

18:47:23 25 So, Mat, do you want to -- have we got anybody

18:47:25 1 else?

18:47:26 2 ROB HUNTER: Can I say something? So on the
18:47:28 3 trail -- let me get over here to the mic. Rob Hunter.

18:47:39 4 So on the trail system, I think what is
18:47:44 5 important what I was saying, and maybe some of the
18:47:47 6 other ones also on the trail, but I think mostly it is
18:47:49 7 about a trail management system. So, I mean, I look
18:47:51 8 at -- when I say "trails," it's not just a couple
18:47:54 9 little trails, I'm thinking you have a long plan? Do
18:47:57 10 we have a plan of where that's going to happen?

18:48:00 11 And so I think it would be more of a -- we
18:48:01 12 obviously have an overall view of the park, but, at the
18:48:05 13 same time, you know, where is that implementing and
18:48:07 14 what are we going to do and how are we going to move
18:48:09 15 forward? Are we expanding? You know, are we taking
18:48:11 16 trails and are we moving to another area?

18:48:12 17 And I guess that word "trail" can be
18:48:14 18 misconstrued as far as little narrow passageways that
18:48:20 19 can sometimes be more hazardous and hard to manage it.
18:48:24 20 So I think when we're talking as a group, you know,
18:48:24 21 that trail is really more open areas to ride, so just
18:48:28 22 kind of want to make that point too.

18:48:30 23 JIM NEWLAND: Great. Thanks. We have another
18:48:32 24 slip. All right. Roger Rodriguez.

18:48:44 25 ROGER RODRIGUEZ: Hello, my name is Roger

18:48:46 1 Rodriguez, and I represent myself. We've been going to
18:48:50 2 Pismo ever since I was introduced to it in 1990. The
18:48:55 3 area known as Devil's Slide, we never got to ride on
18:49:00 4 because that was closed by the time we first got out
18:49:03 5 there. It was open to, I believe, Pole -- I thought it
18:49:08 6 went to 13 because it way down the beach. And we got
18:49:11 7 out there in the truck, and I was, like, wow, blown
18:49:14 8 away at all of this awesome place to ride, when in fact
18:49:18 9 it wasn't that big in time.

18:49:20 10 And over the years we've been watching it get
18:49:23 11 smaller and smaller with the seasonal closings to Pole
18:49:27 12 6. It seems like that gets more and more time that it
18:49:31 13 is actually closed, and then the fence going around
18:49:34 14 that seems to be going further out to the dune area and
18:49:37 15 closing off more riding area.

18:49:40 16 It has -- I'd really like to see more open area
18:49:44 17 to ride. For one, it gets really congested on busy
18:49:48 18 weekends, and we have been seeing more accidents being
18:49:51 19 caused by the number of riders that are being forced to
18:49:54 20 ride, you know, so close together. There's so many
18:49:57 21 rental quads out there, and, you know, unexperienced
18:50:02 22 people riding, which is great, but if we had more open
18:50:07 23 area, it might be easier for them.

18:50:09 24 I would like to see a designated trail system,
18:50:12 25 like other OHV parks do have. I think that would

18:50:16 1 invite more people to come and use them. We go out to
18:50:22 2 the desert, and they have lots of designated trails to
18:50:26 3 ride on out there, and it's really a neat experience.

18:50:29 4 The access road on Plan A of the Oso Flaco Road
18:50:34 5 Campground is a great idea. We drive to the back over
18:50:37 6 there, and you can walk up that little access road or
18:50:40 7 access bridge and see that area. We did one time when
18:50:44 8 the road was open, we drove around to the back and saw
18:50:47 9 that, and that was great, but you couldn't ride out
18:50:50 10 there. It was strictly a walking area. So building an
18:50:53 11 RV site out there with an RV dump and full hookups
18:50:58 12 would be a great idea too.

18:51:00 13 We have a heck of a time finding an RV dump
18:51:04 14 besides the one that gets overloaded. Whenever I leave
18:51:08 15 the beach, and there's no rest stop that has an RV dump
18:51:11 16 from Pismo to my house, so I would like to see that
18:51:15 17 too.

18:51:15 18 We would not mind seeing an increase in
18:51:20 19 overnight camping fees either, because the \$10 a night,
18:51:23 20 dirt cheap, and I think it invites a lot of riffraff
18:51:27 21 people. They come in and they trash the place -- and
18:51:30 22 they literally trash the place. Me and my wife, we
18:51:34 23 pick up so much trash every time we go. It doesn't
18:51:37 24 matter where we camp out, we're picking up trash. I'd
18:51:39 25 like to see that more policed also. Thank you for your

OHV Public Meeting

18:51:43 1 time.

18:51:43 2 MAT FUZIE: Thank you. Any more speakers?

18:51:48 3 Okay.

18:51:49 4 Well, Mat, do you want to maybe wrap it up, and
18:51:52 5 we'll be around here as well.

18:51:54 6 JIM NEWLAND: So thank you very much for your
18:51:56 7 comments, and thank you for taking the time in your
18:51:59 8 busy lives to come here tonight. Staff will be
18:52:02 9 available to chat with you if would like. We will be
18:52:03 10 here for a little bit. We have the exhibit boards, and
18:52:05 11 you can still make written comments, and I think we may
18:52:08 12 have a few cookies left, so thank you very much for
18:52:14 13 your time.

14 (Meeting adjourned at 6:52 p.m.)

15 --o0o--

16

17

18

19

20

21

22

23

24

25

REPORTER'S CERTIFICATE

--oOo--

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

I, THRESHA SPENCER, a Certified Shorthand
Reporter in and for the State of California, duly
commissioned and a disinterested person, certify:

That the foregoing transcript was taken before
me at the time and place herein set forth;

That the statements of all parties made at the
time of the proceeding were recorded stenographically
by me to the best of my ability and thereafter
transcribed into typewriting;

That the foregoing transcript is a record of the
statements of all parties made at the time of the
proceeding.

IN WITNESS WHEREOF, I subscribe my name on this
19th day of June, 2018.



THRESHA SPENCER, CSR No. 11788
Certified Shorthand Reporter
in and for the
County of Sacramento,
State of California

Ref No: 18074 JS

	12:2	19:7	5:11;17:21	17:21
\$	along (3) 4:21;24;7:20	based (2) 17:4;19:1	brought (1) 11:2	certainly (2) 12:25;17:6
\$10 (1) 23:19	always (3) 5:24;14:18;15:18	bathrooms (2) 9:8,21	buggy (2) 8:4;11:18	challenge (1) 19:15
A	amount (3) 13:1,19;14:2	beach (11) 5:11,13,14;7:13; 8:4,11;10:2,3;14:12; 22:6;23:15	build (2) 5:3,12	challenges (3) 17:18;19:2,3
abatement (1) 17:17	Amy (4) 16:25;18:5,6,7	begins (1) 17:3	building (2) 7:5;23:10	change (3) 8:16;19:10,21
able (4) 5:8,11;13:3;14:21	Anderson (4) 14:6;16:25;17:1,1	behind (2) 9:24;11:4	built (2) 4:24;8:4	changeable (1) 20:15
absolute (1) 11:6	Andre (4) 8:2,19,20,21	beneficial (1) 6:1	burden (1) 7:12	changed (2) 17:6;19:13
access (11) 4:20;5:14;7:3,6,25; 9:22;11:22;12:5;23:4, 6,7	Anthony (4) 8:2,19,20,21	besides (1) 23:14	busy (2) 22:17;24:8	changes (1) 19:12
accessible (1) 11:3	anymore (1) 13:8	bet (1) 8:10	butcher (1) 6:8	channeling (1) 18:9
accessing (1) 7:12	APCD (1) 19:6	better (1) 14:22	C	chat (1) 24:9
accidents (1) 22:18	appreciate (3) 6:10;8:9;12:1	big (4) 4:12;5:5;16:12; 22:9	California (3) 4:18;11:21;18:7	cheap (1) 23:20
according (1) 19:5	approach (3) 17:3,13,19	bigger (1) 4:4	called (1) 15:18	cheering (1) 3:7
acre (4) 3:25;4:1;11:15,15	appropriate (2) 10:21;17:9	bin (2) 9:4;10:1	calling (1) 7:18	children (1) 13:13
acreage (3) 4:2;7:19,23	area (24) 3:21;4:12,17;5:3,5, 9:7;8:9;4:14;10:3; 12:24;13:5;14:1; 18:14;19:16;20:3; 21:16;22:3,14,15,16, 23;23:7,10	bins (3) 9:8;11:2,3	came (1) 18:16	cities (1) 4:22
acre-for-acre (1) 11:14	areas (9) 4:23;6:25;8:15; 11:8;13:10;19:14; 20:8,13;21:21	Biological (1) 17:2	camp (6) 5:4,4,8;6:22;15:8; 23:24	cleaner (2) 9:23;10:3
acres (3) 7:1,1;11:8	around (3) 22:13;23:8;24:5	bird (1) 9:1	camped (1) 7:6	close (5) 5:23;11:14;13:22; 19:15;22:20
activities (1) 12:19	Arroyo (1) 8:25	birds (1) 9:9	campers (1) 11:23	closed (4) 13:5,6;22:4,13
actually (3) 9:11;19:17;22:13	Association (1) 18:8	bit (3) 13:6,7;24:10	campground (7) 4:21;5:2,21;7:7,14; 9:13;23:5	closing (1) 22:15
add (1) 9:4	attempt (1) 4:15	blocked (1) 15:9	campgrounds (1) 18:22	closings (1) 22:11
additional (1) 18:2	available (4) 4:8;5:12;7:20;24:9	blow (1) 9:18	camping (9) 3:21;6:15;7:8,21, 21;10:3;11:5;15:8; 23:19	closure (1) 9:1
address (1) 3:11	Avenue (3) 5:17;7:13;9:1	blown (1) 22:7	can (17) 4:17,24;5:5,21;6:2; 9:3,5;10:1;11:17; 14:22;16:6;19:16; 21:2,17,19;23:6; 24:11	closures (4) 8:6;11:9;18:25; 19:13
addressing (1) 17:17	avoidance (1) 19:3	boards (1) 24:10	caused (1) 22:19	coast (1) 10:10
adjourned (1) 24:14	away (4) 12:20;15:1;19:14; 22:8	Bobcat (1) 9:24	ceding (1) 3:3	coastal (2) 17:13,14
again (3) 5:18;8:20;11:7	awesome (1) 22:8	bolt (1) 9:9	Center (1) 17:2	coming (3) 14:8;16:16;20:3
ago (2) 7:7;14:13		boos (1) 3:7	careful (1) 20:11	comment (3) 3:18;8:12;15:5
agree (2) 3:6;12:23		born (1) 11:18	case (1) 6:7	commented (1) 18:25
air (3) 10:16;17:17;19:9		both (1) 3:2	caused (1) 22:19	comments (5) 3:6;10:13;14:10; 24:7,11
alleviate (1) 5:16	B	bother (1) 13:17	Century (1)	community (5) 4:25;7:11,12;10:15; 18:23
alleviates (1) 10:15	back (10) 4:1,4,12;5:8;8:14; 11:15;12:24;16:11; 23:5,8	bridge (1) 23:7		companies (1) 5:1
allow (2) 5:13;17:22	base (1)	bright (1) 12:2		complies (1) 17:14
allowing (1)		bring (2)		

compliment (1) 18:16	decision (1) 15:15	8:12	16:7	five (1) 5:6
complimenting (1) 17:24	decisions (1) 15:14	easier (1) 22:23	exhibit (1) 24:10	Flaco (9) 3:21;4:10;5:3,10, 13:7;4;7;9:13;23:4
comply (1) 17:7	desert (1) 23:2	economy (1) 16:21	existing (1) 9:4	flowing (2) 13:12;16:21
comprehensive (3) 17:3;12,19	designated (2) 22:24;23:2	Ed (2) 18:9,11	expand (1) 12:24	folks (1) 3:4
computers (1) 12:20	destination (1) 15:4	efforts (1) 17:25	expanding (2) 4:16;21:15	followed (7) 3:15;8:2,19;10:6; 12:8;14:6;16:25
congested (1) 22:17	destinations (2) 4:7;5:19	either (4) 9:14,17,24;23:19	expect (1) 19:20	fond (1) 6:18
congestion (1) 5:17	develop (1) 12:17	else (5) 6:7;9:12;12:21; 20:20;21:1	experience (2) 20:10;23:3	forced (2) 19:2;22:19
Conner (4) 10:6;12:8,9,10	Devil's (2) 15:7;22:3	embarking (1) 17:15	experiencing (1) 11:11	Forest (1) 12:11
consider (1) 13:10	different (1) 16:5	emotions (1) 18:13	extremely (4) 10:25;11:20,24; 12:5	former (1) 7:2
Control (1) 19:9	difficult (1) 20:13	end (1) 17:24	F	forward (3) 17:10;18:1;21:15
cookies (1) 24:12	direction (5) 12:18;13:11,12,15; 19:6	enforcement (1) 11:3	fabric (1) 6:21	found (2) 6:18;18:12
correctly (2) 10:23;15:11	directly (1) 4:20	enhances (1) 3:22	fact (3) 14:12;17:4;22:8	four (1) 14:13
CORVA (1) 18:8	Director (1) 18:7	enjoy (2) 3:23;12:21	facts (2) 19:7,8	free (1) 20:20
country (1) 11:21	dirt (1) 23:20	enjoyed (2) 6:18;8:8	families (2) 6:22;19:23	freeway (1) 4:19
county (1) 4:22	disagree (1) 3:7	enough (1) 5:23	family (5) 6:14,16,19;11:16; 20:6	Fresno (1) 20:3
couple (2) 15:17;21:8	District (1) 19:9	entire (1) 8:11	family-based (2) 18:20,22	friends (4) 6:14,19,22;18:12
course (2) 3:22;9:15	Diversity (1) 17:2	entrance (9) 5:10;7:5,14;8:24; 10:14;12:23,25;16:1; 18:21	fantastic (1) 16:2	front (1) 9:24
creates (2) 9:19;14:3	documents (1) 17:23	entrances (1) 7:15	far (2) 13:17;21:18	full (3) 7:6;9:14;23:11
creek (2) 7:9;8:25	done (2) 3:18;19:19	environmental (1) 3:10	feasible (1) 17:20	fully (1) 19:21
critical (3) 20:2,6,7	down (8) 9:19;13:3,3,6,22; 14:1,2;22:6	equivalent (1) 4:3	feel (2) 14:20;20:20	further (2) 19:8;22:14
cross (1) 7:9	drive (3) 3:21;5:25;23:5	escape (1) 20:5	fees (1) 23:19	FUZIE (1) 24:2
current (4) 7:15;17:5,17,21	drove (1) 23:8	especially (1) 6:8	fence (4) 9:16,17,19;22:13	
currently (1) 5:8	dump (4) 9:6;23:11,13,15	established (1) 15:11	fencing (1) 9:18	G
curse (1) 7:25	dumping (1) 9:11	Even (3) 4:11,16;11:17	few (2) 18:15;24:12	
D	dumps (1) 10:1	evening (5) 6:23;8:20;10:7,11; 12:9	find (1) 14:24	gain (1) 19:17
dad (1) 11:18	dune (5) 4:3;6:5;7:3,6;22:14	everybody (5) 6:7;9:12,22;10:4; 18:16	finding (1) 23:13	gas (1) 4:25
danger (1) 11:13	dunes (16) 4:4;5:16,19;6:15, 19;7:2,5;8:6;11:17; 13:15;15:19;18:12; 20:1,6,13,14	everyone (3) 3:4;8:17;16:21	finger (1) 4:9	gave (1) 8:5
dated (1) 17:8		evidence (1) 19:2	first (8) 3:12,15;8:4;10:8; 14:7;15:6;18:12;22:4	Gene (4) 3:15;6:11,13,13
day (1) 14:18	E	evolved (1) 15:6	fishermen (1) 11:23	General (3) 17:4,8,20
days (1) 7:2	Earlier (1)	evolving (1)	fit (1) 5:6	generate (2) 7:22,22
deal (1) 7:9				generations (2) 6:16;14:13
				gets (4) 12:21;22:12,17;

23:14 given (1) 18:18 gives (1) 5:19 glory (1) 7:2 goal (4) 16:12,12,19,20 goers (1) 9:20 goes (3) 3:5;9:23;13:21 good (6) 4:3;5:4;8:16,20; 10:7;12:9 Granat (4) 16:25;18:5,6,7 Grand (3) 5:17;7:13;16:4 Grande (1) 8:25 grandkids (2) 12:15,16 great (8) 12:16;18:19;20:17; 21:23;22:22;23:5,9, 12 green (1) 12:2 group (7) 5:3,7;6:9;12:10; 15:3,16;21:20 groups (1) 15:21 grow (1) 6:16 growing (1) 12:15 grumps (1) 3:7 guess (1) 21:17 guidance (1) 17:9 guys (5) 3:19;4:9;9:17;14:8; 16:22	hear (2) 3:4,8 heard (5) 3:2;11:25;13:7; 14:10;18:17 heck (1) 23:13 Hello (2) 6:13;21:25 help (6) 12:25;13:16;14:16, 19,25;18:19 helped (3) 12:17;14:20;18:12 helpful (1) 10:11 helping (1) 14:16 Hi (2) 17:1;18:6 highly (1) 4:2 hookups (3) 7:6;9:14;23:11 hope (1) 19:18 horseback (1) 11:23 house (1) 23:16 huge (1) 15:24 hundred (1) 15:17 Hunter (6) 12:8;14:6,7,7;21:2, 3	3:10;17:13,15 income (1) 7:23 increase (3) 7:19;9:11;23:18 increased (2) 7:20,21 increasing (1) 13:1 incredible (1) 18:3 incremental (1) 11:9 infrastructure (1) 4:23 input (2) 4:1;12:3 inside (1) 13:14 instance (1) 17:11 instead (2) 9:6,11 interests (1) 13:20 Interpretive (1) 17:11 into (5) 5:24,25;10:1;14:21; 17:21 introduced (1) 22:2 investigated (1) 19:9 invite (1) 23:1 invites (1) 23:20 involved (2) 7:11;16:19 iPhones (1) 12:20 issues (3) 3:10;10:15,16	20:23 K keep (5) 3:13;9:9;16:20; 20:8,15 keeping (1) 18:13 keeps (3) 12:19;16:20,21 kept (1) 8:9 kick (1) 16:16 kid (1) 9:14 kids (3) 8:14;12:14;13:13 kind (4) 12:24;15:6,6;21:22 kinds (1) 15:23 knock (1) 9:19 known (1) 22:3 L Lalanne (8) 3:15,17;6:4,4,11; 8:2,3,3 large (3) 9:4;10:10;12:10 larger (1) 9:9 last (4) 8:25;11:1,16;20:9 latch (1) 9:9 lawsuit (2) 20:10,12 least (1) 11:2 leave (1) 23:14 leaving (2) 9:12;11:4 left (1) 24:12 legal (3) 5:24;19:2,3 length (1) 8:5 level (1) 14:22 lids (1) 9:9 life (2) 12:18,22 Lighted (1) 9:21	lights (1) 9:21 literally (1) 23:22 litter (1) 10:2 little (5) 13:6;21:9,18;23:6; 24:10 lives (1) 24:8 local (3) 7:12;10:15;17:14 locations (1) 9:3 lockable (1) 9:9 long (3) 11:17;16:8;21:9 longer (1) 17:9 look (4) 4:19;13:21;18:1; 21:7 looking (1) 5:10 loss (3) 11:7,14;19:18 lost (2) 7:24;8:11 lot (8) 9:18;10:15;14:10; 18:13,18,25;19:7; 23:20 lots (1) 23:2 M maintain (2) 12:5;20:14 maintaining (1) 11:21 maintenance (2) 9:16;10:24 making (2) 4:11;11:11 manage (2) 20:14;21:19 management (5) 15:5;16:6;17:11,21; 21:7 Managing (1) 18:7 maneuver (1) 13:13 many (9) 12:14,14,16;16:5; 18:10,25;19:24,25; 22:20 markers (1) 9:21 mass (1)
H hall (1) 20:22 happen (2) 16:12;21:10 hard (1) 21:19 hazard (1) 9:19 hazardous (3) 13:6,7;21:19 HCP (1) 17:15	I idea (6) 8:13;10:13,17;11:1; 23:5,12 ideas (3) 3:9;4:9;18:19 ideology (1) 19:5 Ileene (4) 14:6;16:25;17:1,1 impact (1) 7:14 implement (2) 3:24;10:20 implementing (1) 21:13 important (5) 10:25;11:6,24;12:6; 21:5 improvements (1) 9:3 inaccessible (1) 4:10 include (3)	J jacket (1) 18:10 JIM (13) 3:1;6:2,6;8:1,18; 10:5;12:7;14:5;16:24; 18:4;20:17;21:23; 24:6 job (2) 14:21;19:19 join (1) 7:18 judge (1) 13:19 jump (1) 13:15 jumping (1)	J last (4) 8:25;11:1,16;20:9 latch (1) 9:9 lawsuit (2) 20:10,12 least (1) 11:2 leave (1) 23:14 leaving (2) 9:12;11:4 left (1) 24:12 legal (3) 5:24;19:2,3 length (1) 8:5 level (1) 14:22 lids (1) 9:9 life (2) 12:18,22 Lighted (1) 9:21	M maintain (2) 12:5;20:14 maintaining (1) 11:21 maintenance (2) 9:16;10:24 making (2) 4:11;11:11 manage (2) 20:14;21:19 management (5) 15:5;16:6;17:11,21; 21:7 Managing (1) 18:7 maneuver (1) 13:13 many (9) 12:14,14,16;16:5; 18:10,25;19:24,25; 22:20 markers (1) 9:21 mass (1)

15:24 Mat (4) 15:5;20:25;24:2,4 matter (1) 23:24 Matts (1) 3:2 may (3) 17:9;19:6;24:11 maybe (3) 10:23;21:5;24:4 mean (1) 21:7 meaning (1) 6:24 meeting (2) 10:11;24:14 meetings (1) 12:1 memories (2) 6:17,18 mention (1) 12:13 mentioned (1) 3:20 mere (1) 7:1 mic (1) 21:3 might (5) 3:11,11;13:10,16; 22:23 million (1) 15:24 mind (2) 13:10;23:18 minutes (1) 3:3 misconstrued (1) 21:18 money (1) 8:10 more (26) 7:2;11:2,2,12,12; 13:6,7,23,25;14:3; 17:12;18:22,22; 20:18;21:11,19,21; 22:12,12,15,16,18,22; 23:1,25;24:2 most (3) 3:18;4:5;11:6 mostly (1) 21:6 motocross (1) 9:15 motorcycle (1) 8:14 move (4) 9:4;14:20;18:6; 21:14 moved (2) 9:1;19:14 moving (3)	3:14;17:10;21:16 much (10) 6:6;7:23,23;13:4; 14:4;18:13;20:3; 23:23;24:6,12 MX (1) 3:20 myself (2) 8:22;22:1 N name (12) 3:13;6:2,4,8,9,13; 8:20,22;10:7;12:9; 14:7;21:25 narrow (1) 21:18 Narvell (4) 10:6;12:7,9,10 National (1) 12:11 near (1) 9:8 neat (1) 23:3 necessary (1) 17:22 need (15) 3:11,24,25;4:13,14; 19,22;7:2;15:2;18:20; 19:12,21,22;20:8,12 needed (2) 7:23;13:25 needs (1) 18:23 net (3) 11:7,13;19:17 new (3) 4:13,20;17:13 NEWLAND (13) 3:1;6:2,6;8:1,18; 10:5;12:7;14:5;16:24; 18:4;20:17;21:23; 24:6 next (4) 3:13;8:1,18;14:5 Nick (5) 3:15,17;6:4,4;8:7 night (2) 9:1;23:19 noise (1) 7:16 None (1) 7:11 notice (1) 18:19 notoriously (1) 20:13 number (4) 13:7,17;15:25; 22:19	O o0o- (1) 24:15 obstacle (2) 3:22;9:15 obviously (1) 21:12 Oceano (4) 6:19;15:19;18:12; 20:1 Ocotillo (2) 20:10,11 off (8) 3:12;10:8,22;14:23; 15:9;16:3,3;22:15 officials (1) 8:13 off-road (5) 5:1,23;7:11;9:14; 18:8 off-roader (2) 4:1;8:22 off-rovers (2) 11:22;14:25 off-roading (2) 4:25;14:24 OHV (1) 22:25 OHVs (1) 9:5 old (2) 17:5,8 one (15) 4:8;6:19;8:12; 10:21;13:23;14:11; 15:16;18:11,16,19; 19:10;20:9;22:17; 23:7,14 ones (1) 21:6 one-to-one (1) 3:24 onto (1) 5:11 open (15) 3:25;5:5;8:10;9:2; 11:15;12:4;13:4; 16:20;18:14;20:8; 21:21;22:5,16,22; 23:8 opening (2) 10:14;18:20 opportunities (2) 16:5;18:22 opportunity (3) 15:13;16:22;18:21 option (1) 20:15 orange (1) 18:10 organization (1)	8:21 Oso (9) 3:21;4:10;5:3,10, 13;7:4,7;9:13;23:4 others (1) 7:18 out (18) 5:7;8:7;9:10;10:2; 11:18;15:22;16:16; 19:17;20:7;22:4,7,14, 21;23:1,3,9,11,24 outdoor (1) 12:19 outside (1) 13:15 over (21) 6:15,25;7:24;12:13, 14,16;13:7,8,9,16,20, 21;14:1,10,11;15:18; 16:16;17:5;21:3; 22:10;23:5 overall (2) 3:23;21:12 overloaded (1) 23:14 overnight (1) 23:19 own (1) 4:10 owns (1) 16:6 P park (17) 3:22,23;4:6,7,16, 16;6:1;7:6;9:15,20; 11:12,20;16:20; 17:24;18:14;19:4; 21:12 Parks (10) 4:18;8:9;16:6;18:1; 19:5,15,19,25;20:2; 22:25 part (5) 6:21;10:24;14:14, 16;20:11 participate (1) 12:12 participating (1) 14:9 particles (1) 10:1 pass (1) 7:21 passageways (1) 21:18 passes (1) 7:21 past (2) 8:24;9:7 patrol (1) 9:16	patterns (2) 19:11,13 people (30) 3:23;4:5;5:4,7,14; 9:5,11;10:22;11:12; 12:11;13:1,8,13,17, 19:14;25:15:1,17,22, 24;18:11,11,24;19:14, 24;20:1,2;22:22;23:1, 21 percent (2) 15:16,16 percentage (1) 15:21 Perhaps (2) 19:12;20:23 permit (1) 17:13 person (1) 3:13 pick (2) 9:12;23:23 picking (1) 23:24 picks (1) 9:25 picnic (2) 5:20;8:15 Pier (4) 5:17;7:13;9:1;16:4 Pismo (5) 6:5;15:18,19;22:2; 23:16 pitfalls (1) 10:22 place (5) 4:16;18:3;22:8; 23:21,22 placed (1) 4:21 places (3) 4:7;6:18,20 plan (15) 3:10;4:14;7:16; 15:3,3,4;17:4,5,8,8, 11,20;21:9,10;23:4 plans (1) 17:10 playgrounds (1) 5:20 please (1) 11:15 plover (2) 17:16;19:20 plovers (1) 17:25 pm (1) 24:14 point (2) 20:23;21:22 Pole (7) 9:1,2,5,7,21;22:5,11 policed (1)
---	--	---	--	--

23:25 pollution (2) 17:18;19:9 portion (1) 11:5 position (1) 14:21 possible (4) 4:25;10:19;18:14; 19:16 possibly (4) 4:11;5:21;9:8,22 potential (1) 11:12 pre-crossings (1) 7:16 presence (1) 10:10 pressure (3) 14:22;15:14;16:3 probably (3) 3:17;4:4;12:23 problem (1) 14:3 problematic (1) 19:14 problems (1) 16:10 productive (1) 3:18 program (3) 14:14;19;17:14 project (1) 17:10 projects (1) 17:7 proper (2) 4:23;17:22 property (4) 4:9;15;16:6,7 proposed (1) 17:7 protect (3) 17:25;19:22,23 protecting (1) 19:20 provide (3) 3:2;17:9;18:1 public (3) 7:20;12:1,3 purchase (1) 4:15 push (1) 19:4 put (1) 9:17	quit (2) 8:6;16:16 quite (3) 13:6,17,17 R rangers (2) 14:13,21 rather (4) 19:1,7,17;20:15 ratio (1) 3:25 read (1) 3:12 really (14) 4:8;5:11;8:7;12:17; 14:20;15:2;18:16,23; 19:4;20:2;21:21; 22:16,17;23:3 reason (1) 14:15 rebuild (1) 7:25 recognizing (1) 10:9 record (2) 6:3,10 recreating (1) 6:15 recreation (2) 7:19;18:20 Reduce (3) 7:15,16,16 remember (4) 11:17;15:7,8;16:2 remove (1) 10:1 rent (1) 5:6 rental (2) 5:1;22:21 reopen (2) 7:2,4 represent (8) 3:20;6:9;8:21,22; 12:10;15:15,24;22:1 requirement (1) 20:16 resources (1) 18:2 respectful (1) 3:6 rest (2) 8:12;23:15 restaurant (1) 5:22 reverse (1) 7:24 ride (14) 4:7,12,17;5:19,21, 23;6:23;21:21;22:3,8, 17,20;23:3,9	Riders (4) 6:5;9:20;11:23; 22:19 riding (9) 4:6;6:25;7:19,23; 10:18;11:8;15:4; 22:15,22 riffraff (1) 23:20 right (10) 3:1,12;6:3;12:7; 15:11,14,15;16:11,17; 21:24 risk (1) 15:22 road (8) 4:11,20,24;5:12; 23:4,4,6,8 Rob (6) 12:8;14:5,7,7;21:2, 3 Rodriguez (3) 21:24,25;22:1 Roger (3) 21:24,25,25 room (1) 13:23 rules (3) 15:10,10,12 RV (5) 7:5;23:11,11,13,15 S safe (1) 13:9 safeguards (1) 18:2 safer (2) 10:3;13:4 same (4) 13:12;14:10;16:4; 21:13 sand (2) 9:23,25 saw (2) 14:15;23:8 saying (4) 13:8;16:1,18;21:5 Schroeder (4) 3:16;6:11,13,14 scientific (1) 19:1 seasonal (3) 9:17;11:10;22:11 seat (1) 18:6 second (1) 3:13 section (2) 5:7,14 seeing (2) 22:18;23:18	seems (2) 22:12,14 sensitive (1) 17:16 session (1) 3:18 set (2) 16:10,11 sets (1) 5:20 shell (1) 7:1 shifts (1) 9:25 show (1) 13:18 shut (1) 14:1 Sierra (2) 12:11,12 signage (1) 10:21 signed (1) 10:23 single (1) 17:19 site (1) 23:11 situation (1) 7:10 six (1) 5:6 sketchy (1) 19:1 slide (3) 13:3;15:8;22:3 slip (1) 21:24 slips (2) 20:18,19 slower (2) 13:12,14 small (6) 14:2;15:15,16,21, 25;19:16 smaller (3) 11:11;22:11,11 sometimes (1) 21:19 sorry (1) 8:23 sort (1) 5:22 sounds (1) 7:16 source (1) 19:10 south (3) 4:10;12:25;16:1 southern (8) 5:14;7:4,7,14;8:24; 10:14;12:23;18:21 space (1)	13:25 speak (3) 3:5;6:2;20:20 speakers (1) 24:2 speaking (1) 3:5 special (4) 6:18,24,24;12:22 species (2) 17:16;19:22 specifically (1) 11:4 spend (1) 13:3 spent (3) 12:14,16;20:4 spot (1) 4:13 spots (1) 5:4 Staff (1) 24:8 stakeholders (2) 7:11;11:25 stars (1) 12:2 start (2) 15:10;16:7 started (3) 8:7;14:19;16:11 Stasha (4) 8:19;10:5,7,7 State (7) 4:18;18:1;19:5,15, 19,25;20:2 state-of-the-art (1) 7:5 station (1) 4:25 stay (1) 16:14 stepped (1) 14:19 Steve (4) 6:11;8:1,3,3 Stewards (1) 12:11 still (6) 4:17;16:10;17:20; 19:8;20:22;24:11 stop (1) 23:15 storage (1) 5:1 straight (1) 4:19 street (1) 5:24 strictly (1) 23:10 strong (1) 18:13
Q				
quads (1) 22:21 quality (1) 10:16				

subsequent (2) 17:22;19:12	8:19;10:5,7,8	11:20	weather (1) 10:24	6:15,25;7:7,24; 12:13,14,16;13:2,2,2; 14:2,13;16:9;17:5; 18:24;22:10
substance (1) 20:14	8:16	unknown (1) 19:7	weekends (2) 13:21;22:18	YouTube (2) 9:22,23
substantive (1) 18:18	9:18;17:5	unless (1) 20:17	weeks (1) 20:4	
sudden (1) 15:9	10:9	up (18) 3:13;4:24;6:16;8:5; 9:2,12,17,25;10:14; 11:2;12:15;13:18; 18:6;20:23;23:6,23, 24;24:4	welcomed (1) 7:8	Z
suggestions (2) 18:15,17	5:5;6:22,22,23; 15:2,3,7;16:19;22:20	updated (1) 17:20	Wells (2) 20:10,11	zoning (1) 4:23
summer (1) 20:5	tonight (6) 13:20;16:15;17:7; 18:10,17;24:8	updating (1) 17:4	whenever (2) 13:22;23:14	1
supply (1) 18:21	took (1) 19:6	usage (1) 4:3	wherever (1) 15:8	1,000 (1) 7:22
support (3) 4:24;19:21,22	top (1) 11:9	use (2) 9:5;23:1	whole (2) 8:5;16:10	1,500 (3) 7:1,22;11:8
sure (4) 11:24;12:4;19:10; 20:8	touches (1) 4:16	used (2) 12:24;16:2	wide (1) 13:4	101 (1) 4:20
swing (1) 5:20	toward (1) 4:4	using (1) 3:23	wife (1) 23:22	110 (1) 20:5
system (4) 5:18;21:4,7;22:24	town (1) 5:25	usually (1) 15:20	wildlife (1) 18:2	13 (2) 14:13;22:6
T	track (3) 3:20;8:14,14		Wilheim (1) 18:9	15,000 (2) 7:1;11:8
	tractor (1) 9:24	V	willing (1) 15:22	1962 (1) 8:4
tables (1) 5:20	traffic (6) 7:15,15;10:16; 13:11;19:11,13	Valley (4) 10:10;15:18;19:24; 20:1	wind (3) 7:9;9:17,18	1982 (3) 11:7,8,19
talk (1) 15:23	trail (12) 4:11;5:18;15:4; 16:5;20:12;21:3,4,6,7, 17,21;22:24	valuable (2) 4:2,18	win-win (1) 7:10	1990 (1) 22:2
talked (1) 13:25	trailer (1) 5:15	vehicle (4) 5:11,25;9:6;18:8	within (1) 9:5	2
talking (3) 8:13;11:5;21:20	trailers (1) 5:6	vehicles (1) 5:23	without (1) 3:5	2 (4) 9:1,5,7;15:24
ten (1) 15:16	trails (9) 10:18,20,22;20:11, 13;21:8,9,16;23:2	view (1) 21:12	witnessed (2) 6:16,25	3
tend (1) 10:22	trash (14) 9:3,4,6,8,11,25; 10:2;11:2,3,4;23:21, 22,23,24	visitors (1) 15:24	wonderful (1) 19:19	30 (1) 17:5
tern (2) 17:16;19:20	travel (1) 20:12	volunteer (1) 14:14	word (2) 20:9;21:17	4
terms (1) 17:25	truck (2) 5:15;22:7	volunteers (1) 16:16	work (3) 10:12;16:19;19:5	46 (1) 6:15
thanks (2) 3:1;21:23	true (1) 15:7	W	working (4) 4:21;12:15;16:21; 18:1	4-wheel (1) 3:21
thinking (1) 21:9	turned (1) 20:18	wait (1) 20:21	works (1) 15:21	6
thought (2) 14:17;22:5	two (2) 16:9;20:4	Waldheim (1) 18:9	worried (1) 16:9	6 (1) 22:12
thousand (1) 15:17	U	walk (1) 23:6	wow (1) 22:7	6:52 (1) 24:14
thousands (1) 7:18		walking (1) 23:10	wrap (1) 24:4	8
three (1) 3:3		wants (2) 3:5;7:12	write (1) 4:14	80s (1) 8:10
throughout (1) 5:19		watching (1) 22:10	written (1) 24:11	
thrown (1) 15:6	underneath (1) 9:18	way (7) 4:2,23;8:15;9:2,5; 15:21;22:6	Y	
tide (1) 7:9	unexperienced (1) 22:21		year (1) 15:25	
tiering (1) 17:22	unique (1)		years (16)	
Tiller (4)				

9				
9 (1) 9:2				



ATTACHMENT D

Written Comments Received



This page intentionally left blank

Table D-1: List of Written Comments Received

	Commenter	Date Received
STATE AGENCY		
	Caltrans	June 8, 2018
	California Coastal Commission	June 13, 2018
LOCAL AGENCY		
	Oceano Community Services District Board of Directors	June 4, 2018
	San Luis Obispo County Air Pollution Control District	June 5, 2018
NATIVE AMERICAN TRIBES		
	Northern Chumash Tribal Council, Inc.	June 8, 2018
ORGANIZATIONS		
	Oceano Beach Community Association	June 7, 2018
	California Off-Road Vehicle Association	June 8, 2018
	Surfrider Foundation SLO	June 8, 2018
	Center for Biological Diversity	June 9, 2018
	Sierra Club – Santa Lucia Chapter	June 9, 2018
	Friends of Oceano Dunes	June 10, 2018
INDIVIDUALS		
	Lucia Casalnuovo	May 18, 2018
	Joan Rice	May 21, 2018
	Patricia Marsh	May 24, 2018
	Walter Cerny	May 30, 2018
	Otilia Costa	May 30, 2018
	Peggee Davis	May 30, 2018
	Steve Dayton	May 30, 2018
	John Phipps	May 30, 2018
	Rosemary Remacle	May 30, 2018
	Shay Sayre	May 30, 2018
	Yvonne Williams	May 30, 2018
	Joseph Briskey	May 31, 2018
	Ed Harris	May 31, 2018
	Anthony Russo	May 31, 2018
	Rachelle Toti	May 31, 2018
	James Folkrod	June 1, 2018
	Derrik Rendon	June 3, 2018
	Linda Reynolds	June 3, 2018
	Mike Dalrymple	June 4, 2018
	Matt Reed	June 4, 2018
	Derek Taylor	June 4, 2018
	Jon Waterfield	June 4, 2018
	Anthony Hernandez	June 5, 2018
	Kelly Jenei	June 6, 2018

Table D-1: List of Written Comments Received

	Commenter	Date Received
	Alex Barrera	June 7, 2018
	Dale Beebe	June 7, 2018
	Jonathan Brewster	June 7, 2018
	Glenn Eineman	June 7, 2018
	John Ferguson	June 7, 2018
	Marty Giusi	June 7, 2018
	Dorothy Hines	June 7, 2018
	Jeromy Hofer	June 7, 2018
	Christian Jauregui	June 7, 2018
	Irwin Joseph	June 7, 2018
	"KeithAndrews2000"	June 7, 2018
	Cody Kratz	June 7, 2018
	Liz H	June 7, 2018
	Dale Martin	June 7, 2018
	Pamela Michaelis	June 7, 2018
	Kevin Mikusky	June 7, 2018
	Anne Miller	June 7, 2018
	Rob Mohle	June 7, 2018
	Victor Montoya	June 7, 2018
	Dave Pecci	June 7, 2018
	Dave Pecci	June 7, 2018
	A. Perez	June 7, 2018
	John Phipps	June 7, 2018
	"ridingyamaha04"	June 7, 2018
	Keith Ringgenberg	June 7, 2018
	Tony Salome	June 7, 2018
	Paul Stolpman	June 7, 2018
	Marie Vargas	June 7, 2018
	Margaret Wallace	June 7, 2018
	Dave Webre	June 7, 2018
	Linda Busek	June 8, 2018
	James D. Coalwell	June 8, 2018
	Roy De Jesus	June 8, 2018
	Clifford Clark D'Souza	June 8, 2018
	Ed Harris	June 8, 2018
	JB	June 8, 2018
	Virginia Maier	June 8, 2018
	Debbie May	June 8, 2018
	Dorothy Modafferi	June 8, 2018
	John Moule	June 8, 2018

Table D-1: List of Written Comments Received

	Commenter	Date Received
	Laurance Shindeman	June 8, 2018
	Sandra Tiffany	June 8, 2018
	Clark D'Souza	June 9, 2018
	Clark D'Souza	June 9, 2018
	Clark D'Souza	June 9, 2018
	Dustin Gotchal	June 9, 2018
	Dustin Haning	June 9, 2018
	Matt Howitt	June 9, 2018
	Lyndi Love	June 9, 2018
	Melissa McNeal	June 9, 2018
	Leslie Mosson	June 9, 2018
	Danielle Okerblom	June 9, 2018
	Sheila Phipps	June 9, 2018
	James Flippen	June 11, 2018
	Bill Denneen	June 11, 2018
	Maureen Stanley	June 11, 2018
	Barry Seifert	June 12, 2018
	Mary Giacoletti	June 12, 2018
	James Flippen	June 13, 2018
	Marilyn Corey	June 13, 2018
	Anonymous	June 29, 2018
SCOPING MEETING		
	Bonita Ernst	May 22, 2018
	Sean Hayes	May 22, 2018
	Bob Cardona	May 22, 2018
	L. Reynolds	May 22, 2018

This page intentionally left blank

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/>



*Making Conservation
a California Way of Life.*

June 8, 2018

SLO 1 PM Various
SCH#2018051017

Katie Metraux
Acting OHMVR Planning Manager
California Department of Parks and Recreation
1725 23rd Street, Suite 200
Sacramento, CA 95816

**COMMENTS FOR THE NOTICE OF PREPARATION (NOP) FOR THE PISMO BEACH
AND OCEANO DUNES STATE VEHICULAR RECREATION AREA PUBLIC WORKS
PLAN**

Dear Mr. Overmeyer:

The California Department of Transportation (Caltrans) thanks you for the opportunity to review the NOP for the Pismo Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan. Caltrans has reviewed the above referenced project and offers the following comments at this time.

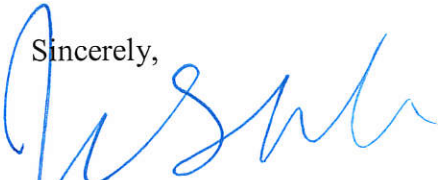
1. Caltrans supports planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with our partners to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel.
2. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.
3. The traffic study should include information on existing traffic volumes within the study area, including the State transportation system, and should be based on recent traffic volumes less than two years old. Counts older than two years cannot be used as a baseline. Please see the attached page with a list of intersections and analyses that should be included in the traffic study.
4. At any time during the environmental review and approval process, Caltrans retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such

Ms. Katie Metraux
June 8, 2018
Page 2

formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9 [a] [1].

If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3432 or Jenna.Schudson@dot.ca.gov.

Sincerely,



Jenna Schudson
Transportation Planner
Development Review Coordinator
District 5, LD-IGR South Branch

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877
WEB: WWW.COASTAL.CA.GOV

**June 13, 2018**

California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

Re: Notice of Preparation of an Environmental Impact Report for California Department of Parks and Recreation's Proposed Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

Dear Ms. Metraux:

Thank you for the opportunity to provide some initial comments and preliminary suggestions regarding the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for State Parks' proposed Public Works Plan (PWP)¹ intended to cover Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area (ODSVRA). We have the following comments on the NOP and the PWP process more broadly.

According to the NOP, the proposed PWP will document existing conditions, consider improvement projects and management programs to improve access for motorized and non-motorized public recreation opportunities, and include development policies and programs. Notably, the NOP indicates that the PWP will also include a number of specific proposed park improvement projects,² but these projects are not further identified in the NOP past a reference to them. The NOP further states that State Parks will use the EIR to consider the environmental effects of the proposed PWP and proposed park improvements, and, if necessary, to develop mitigation measures to reduce such potential impacts. And finally, the NOP states that State Parks will consider a reasonable range of alternatives when reviewing the PWP for approval.

As an initial matter, we note that the NOP does not provide the actual proposed PWP, nor any specific details on the proposed park improvement projects, and thus these comments at this point should be understood as preliminary. Presumably, State Parks intends to develop more

¹ A PWP is a vehicle for planning and regulation under the Coastal Act that allows certain public agencies to propose a certain set of projects and other types of development that can be identified in a PWP that the Commission certifies as consistent with the Coastal Act. Following such certification, the public agency, in this case State Parks, can then perform the identified PWP development subject to reporting it to the Commission and without a CDP, provided it is PWP consistent. In other words, the PWP can serve to replace the need for case-by-case CDP evaluation, and can significantly streamline certain public agency activities.

² Identified as projects A through H as follows: (a) Oso Flaco Campground and Public Access Project, (b) Park Corporation Yard Improvement Project, (c) Grover Beach Lodge Site Project (including La Sage Bridge and Dump Relocation), (d) Oceano Campground Infrastructure Improvement Project, (e) Pier and Grand Avenue Entrances and Pier Avenue Lifeguard Tower Project, (f) North Beach Campground Facility Improvements, (g) Butterfly Grove Public Access Project, and (h) Pismo State Beach Boardwalk Project.

detailed information on the PWP and the projects as part of the preliminary EIR process, including to allow the EIR to appropriately function as a means of disclosing potential environmental impacts associated with PWP and project implementation, and identifying potential alternatives and mitigation measures to avoid and otherwise address such impacts. We are likely to have more feedback for you when State Parks has provided more detail on the PWP and the projects themselves.

In addition, given that we have already briefed State Parks staff in meetings to date regarding the PWP and potential issues, we do not intend to elaborate in fine detail again on those points here. Instead, we would highlight that one of the most critical things that any approvable PWP and EIR needs to address is the ways in which it is intended to be used to address coastal development permit (CDP) number 4-82-300 requirements. As you know, that CDP identifies the basic parameters for ODSVRA operation under the Coastal Act, including for Park access locations, off-highway vehicle (OHV) riding and camping parameters, overall use limits, and habitat and sensitive species protection requirements. Importantly, and as articulated extensively in past Commission CDP re-reviews in 2015 and 2017, many of the key operational parameters, most notably in terms of access into the Park and overall use limits,³ have never been finalized through the required CDP amendment and Local Coastal Program (LCP) amendment processes, and thus they are currently authorized through the CDP on a temporary basis only at this point. In addition, the Commission retains the authority to review State Parks' operations on a yearly basis and to identify necessary changes, particularly related to addressing potential habitat impacts due to vehicular use. If, and as we understand State Parks' intent here, the PWP is intended to be a vehicle to help resolve some of these issues moving forward, then the PWP and the EIR need to address these issues directly, and clearly articulate the manner in which that would be accomplished. For more information and details on these previously identified issues, please consult the January 2017 ODSVRA re-review staff report (available at <https://documents.coastal.ca.gov/reports/2017/1/th14a-1-2017.pdf>)

In addition to those CDP issues, we would also note that another key PWP and EIR issue to be addressed is the relationship of the PWP to underlying LCP requirements. As you know, a PWP can only be approved if it is consistent with the LCPs that govern the affected area (in this case, LCPs for the Cities of Pismo Beach and Grover Beach, and for San Luis Obispo and Santa Barbara Counties). In particular, most of ODSVRA is covered by the San Luis Obispo County LCP, and certain ODSVRA activities, while covered by the underlying CDP, are not consistent in all respects with the LCP (e.g., OHV riding is not allowed in certain areas under the LCP that are currently authorized via the CDP for such uses). As described in the 2017 re-review documents identified above, we believe these LCP issues were intended to be resolved as part of

³ The two interim entrance points into the Park are at West Grand Avenue and Pier Avenue, and the interim staging area is currently located just south of the two-mile post (i.e., only street legal vehicles are allowed to be operated north of the two-mile post, and OHVs (and street legal vehicles) can be operated south of the two-mile post), and thus OHVs must be transferred via trailers to the interim staging area from the interim West Grand and Pier Avenue entrances. Current use limits that are subject to adjustment allow for a maximum of 2,580 street legal vehicles per day, a total of up to 1,720 OHVs at any given time, and up to 1,000 camping units per day.

finalizing site access and staging parameters. It will be important for the PWP (and any associated EIR) to ensure that it too addresses these interrelated issues, including through a path forward for ultimate resolution to ‘sync’ the CDP, the LCP, and any PWP appropriately. Again, and importantly, the PWP can only be approved if it is in conformity with the underlying LCPs, and we encourage State Parks to undertake consultation with the affected local governments as soon as possible as a means of helping to ensure PWP/LCP consistency.

Similarly, we note that State Parks recently asked for CEQA and NEPA NOP comments (in tandem with the U.S. Fish and Wildlife Service) related to a proposed Habitat Conservation Plan for the proposed PWP. Many of our comments (dated March 12, 2018) on that notice are applicable here, and we incorporate them here by reference (see attached). As indicated in those comments, there are a variety of interrelated issues associated with ODSVRA, and there are a variety of processes that all need to be kept in mind as State Parks’ PWP efforts proceed (including related to the base ODSVRA CDP, the certified LCPs that apply here, and a proposed HCP). If the PWP process is to be successful, it is going to need to carefully integrate these overlapping issues in a way that makes both substantive as well as process sense, including recognizing that each of these processes have different requirements, timelines, and in some cases objectives, and a successful PWP must be responsive to all of them.

In closing, and given that it will form the basis for moving forward, we particularly look forward to seeing a proposed PWP document as soon as possible, and are likely to provide additional comment at that time. In any case, we are hopeful that State Parks’ PWP efforts can help to resolve ongoing and contentious issues associated with ODSVRA, and we stand ready to assist in that effort as much as possible. As you know, the Commission has been deeply involved for many years with ongoing issues associated with the balancing of active public recreational and access opportunities for all with the protection and enhancement of sensitive species and their habitats in the Oceano Dunes District, both through the underlying CDP as well as the LCP. We are hopeful that a PWP and any associated CEQA supporting documents (as well as NEPA and HCP documents) can address the CDP and LCP issues identified above in a manner that best allows for robust decision-making and good public policy. We look forward to continued collaboration on these important coastal resource issues of shared concern, and are available for consultation as you proceed forward. Please do not hesitate to contact me if you have any questions or would like to further discuss these matters.

Katie Metraux, State Parks
PSB and ODSVRA PWP NOP Comments
June 13, 2018
Page 4

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Kahn". The signature is fluid and cursive, with the first name "Kevin" and last name "Kahn" clearly distinguishable.

Kevin Kahn
District Supervisor
Central Coast District Office
California Coastal Commission

Attachment: March 12, 2018 PWP HCP NOP/NOI Comments

cc: Mat Fuzie, Jim Newland, and Kevin Pearce, State Parks
Julie Vance, CDFW
Lena Chang, USFWS
Matt Janssen, San Luis Obispo County

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877
WEB: WWW.COASTAL.CA.GOV

**March 12, 2018**

Ronnie Glick, Senior Environmental Scientist
California Department of Parks and Recreation
Oceano Dunes District
340 James Way, Suite 270
Pismo Beach, CA 93449

Lena Chang, Acting Assistant Field Supervisor
United States Fish and Wildlife Service
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003

Re: United States Fish and Wildlife Service (USFWS) and California Department of Parks and Recreation (State Parks) Proposed Oceano Dunes District Habitat Conservation Plan (HCP) Notice of Preparation (NOP) and Notice of Intent (NOI)

Dear Mr. Glick and Ms. Chang:

Thank you for the opportunity to provide some initial comments and preliminary suggestions regarding the NOP (for purposes of CEQA) and NOI (for purposes of NEPA) for State Parks' proposed HCP covering the Oceano Dunes District (ODD), which is comprised of Pismo State Beach, Pismo Lake, and Oceano Dunes State Vehicular Recreation Area (ODSVRA). HCPs are required under the federal Endangered Species Act (ESA) for USFWS issuance of an Incidental Take Permit (ITP), and the CEQA/NEPA process is being undertaken by State Parks and USFWS, respectively, in support of a potential HCP/ITP for State Parks in relation to the ODD. We have the following comments.

According to the NOP/NOI, the proposed HCP and corresponding ITP will outline a 25-year plan to address ESA issues and requirements in the ODD, including identifying measures designed to avoid, and where unavoidable to minimize and mitigate, the effects of "covered activities" to ensure the conservation, protection, and contributions to the recovery of "covered species" (namely, the federally threatened Western snowy plover (WSP) and California red-legged frog, and the federally endangered California least tern (CLT), tidewater goby, Gambel's watercress, La Graciosa thistle, marsh sandwort, and Nipomo Mesa lupine). As proposed in the NOP/NOI, covered activities would include all lawful activities for which State Parks has responsibility that could result in take of the aforementioned covered species, including public use/recreation management, natural resources management, and park/beach management. On this point the NOP/NOI states that State Parks would manage impacts to these covered species due to covered activities largely in the same manner it currently operates, including by installing protective fencing and by undertaking certain activities associated with habitat protection and restoration, invasive plant and animal control, habitat monitoring, and water quality

improvements. In addition to the “no action” alternative (i.e., where State Parks continues to operate as it has without an HCP/ITP), the NOP/NOI indicates that USFWS and State Parks will also evaluate implementation of a proposed HCP where State Parks modifies its current operation by allowing for the seasonal enclosure fencing for WSP and CLT breeding protection to be modified to expand vehicular access and use. In all cases, the NOP/NOI indicates it would evaluate current lawfully established activities, and it will not evaluate potential changes to current daily limits on the number of street legal and off-highway vehicles (OHV) at ODSVRA.

As a preliminary matter, the NOP/NOI purports to solicit comments for an environmental analysis regarding the implementation of a proposed HCP, but it does not provide the actual proposed HCP that is going to be evaluated in that regard. In that sense, it is difficult to provide detailed comments on what, specifically, the CEQA/NEPA process should address. It may be that USFWS/State Parks is responding to certain uncertainties associated with current ODSVRA operations, or it could be for some other reason, but the lack of a proposed HCP makes it difficult to provide as directive of comments as might be possible if a proposed HCP were also to be provided with the NOP/NOI. As such, we may have more substantive and detailed comments when we see the proposed HCP and/or the draft EIR/EIS documents.

With respect to current operational uncertainties and the Commission’s role, State Parks operates ODSVRA under a coastal development permit (CDP) issued by the Coastal Commission in 1982 (CDP 4-82-300, as amended). That CDP identifies the basic parameters for ODSVRA operation under the Coastal Act, including for Park access locations, OHV riding and camping parameters, overall use limits, and habitat and sensitive species protection requirements. Importantly, many of the key operational parameters, most notably in terms of access into the Park and overall use limits,¹ have never been finalized through the required CDP amendment and Local Coastal Program (LCP) amendment processes, and thus they are currently authorized through the CDP on a temporary basis. In addition, the Commission retains the authority to review State Parks’ operations on a yearly basis and to identify necessary changes, particularly related to addressing potential habitat impacts due to vehicular use. It is not clear from the NOP/NOI how the proposed HCP and/or ITP intends to address the temporary nature of the CDP authorization and the potential for State Parks’ operations to change over time, including in relation to yearly Commission reviews. Critically, in proposing to evaluate State Parks’ current operations, it is not clear how USFWS/State Parks intends to address the issues associated with the need for State Parks to finalize certain critical aspects of its operation that are only temporarily authorized under the CDP, including Park access and overall use limits. These current interim parameters are some of those most clearly tied into potential ESA species issues, and thus the lack of finality

¹ The two interim entrance points into the Park are at West Grand Avenue and Pier Avenue, and the interim staging area is currently located just south of the two-mile post (i.e., only street legal vehicles are allowed to be operated north of the two-mile post, and OHVs (and street legal vehicles) can be operated south of the two-mile post), and thus OHVs must be transferred via trailers to the interim staging area from the interim West Grand and Pier Avenue entrances. Current use limits that are subject to adjustment allow for a maximum of 2,580 street legal vehicles per day, a total of up to 1,720 OHVs at any given time, and up to 1,000 camping units per day.

through the CDP and the LCP processes must somehow be addressed in any proposed HCP and CEQA/NEPA documents, as well as any eventual ITP.

In addition, State Parks is also currently proposing to undertake a more holistic analysis of ODSVRA operations and its potential permanent configuration via a Public Works Plan (PWP),² which effort is currently in the beginning and formative stages now. According to State Parks, the goal of their proposed PWP is to take a fresh look at ODSVRA management and operations, including identifying permanent access and staging areas, identifying where OHV riding and camping are and are not allowed (including to reduce particulate matter emissions on downwind communities in conjunction with efforts of the San Luis Obispo County Air Pollution Control District and the California Air Resources Board), and other resource protection requirements. In other words, the PWP process currently being undertaken by State Parks, which will ultimately be submitted for Coastal Commission review and certification, may materially affect the way in which ODSVRA is used, managed, and operated, including with respect to areas where recreational use and other covered activities are located. In addition, if the PWP is to replace the underlying base operational CDP, then it will need to resolve issues still outstanding there, including in relation to the interim nature of certain key ODSVRA provisions.

Therefore, at a broad level, it is unclear how the proposed HCP will be structured in relation to the fluid nature of ODSVRA at this time, including how the HCP's resource protection requirements will be able to address different Park configurations, operations, and use levels than the current status quo. And it is even less clear to us how the CEQA/NEPA document would evaluate the range of potential outcomes at this time given the uncertainties identified above. It appears that the HCP and any CEQA/NEPA documents based on evaluating it will need to reflect ODSVRA's transitory reality at this juncture, including that the current configuration is interim and potentially subject to significant change. The ultimate location and delineation of the final ODSVRA entrance and staging areas, and its overall use parameters, under the CDP and the LCP would affect covered species differently, and thus the measures needed to protect such species from take would also be different. For example, if ODSVRA access and staging are moved from their current locations to a more southerly point, how would this affect covered species and their protection needs? If OHV riding and camping were located in a different area to account for relocated access and staging locations, or to respond to air quality considerations or otherwise, how would these alternative locations similarly affect covered species? Similarly, while the NOP/NOI states that vehicle and camping use limits are not proposed for amendment, including because they are approved by CDP 4-82-300, as discussed above, those limits too are interim and subject to modification, including through the CDP-required yearly evaluation, based on resource protection and public recreation needs. And State Parks has more recently been

² A PWP is a vehicle for planning and regulation under the Coastal Act that allows certain public agencies to propose a certain set of projects and other types of development that can be identified in a PWP that the Commission certifies as consistent with the Coastal Act. Following such certification, the public agency, in this case State Parks, can then perform the identified PWP development subject to reporting it to the Commission and without a CDP, provided it is PWP consistent. In other words, the PWP can serve to replace the need for case by case CDP evaluation, and can significantly streamline certain public agency activities.

looking at a ‘no net loss’ of riding area concept whereby any reductions in OHV riding areas, for whatever reason, are offset by creating new riding areas, presumably in adjacent dune habitat areas, and this too needs to be evaluated in the HCP/ITP and CEQA/NEPA processes.

In sum, the proposed HCP and its associated CEQA/NEPA reviews need to evaluate all potential ODSVRA configurations and operations, particularly in response to the current interim nature of critical components and the potential for upcoming Park changes, whether through the CDP, LCP, or PWP process or all three. As such, and as much as we recognize and agree that the need for an HCP is especially acute, particularly given past documented episodes of ESA species take at ODSVRA, it is not clear how such a PWP can or will be structured to address all of the above. And given that, it is even less clear to us how the CEQA/NEPA document will evaluate environmental impacts due to proposed HCP implementation, including because it is not clear what proposed HCP would be evaluated. At a minimum, the proposed HCP needs to be provided as part of any CEQA/NEPA scoping. Thus, if the CEQA/NEPA process is to move forward, we would strongly recommend that the proposed HCP be drafted in a manner that reflects the above uncertainties, and that provides for appropriate adaptive changes to occur in response to identified benchmarks, including related to potential changes associated with the CDP, the LCP, and the potential PWP, and to associated finalized access, staging, and use parameters. Once that proposed draft HCP is available for public review, we recommend that the associated environmental documents then evaluate the potential impacts and mitigation measures necessary for a series of different ODSVRA configurations and assumptions coming out of the HCP, which by necessity are likely to be required to be iterative and adaptive in order to account for the range of potential future Park changes at this juncture.

In addition to the above described overarching concerns/suggestions, we have the following specific issues that both the HCP and its EIR/EIS should evaluate.

In terms of alternatives, it is clear given the above discussion that the range of currently proposed alternatives to be evaluated in the CEQA/NEPA documents is simply not adequate to identify the potential environmental impacts and mitigations. In addition, and even bracketing the level of uncertainty, the NOP/NOI identifies only two alternatives to be evaluated: one a ‘no action’ alternative where State Parks would continue to operate as it has without an HCP/ITP, and a second where State Parks modifies its current operation by allowing for the seasonal enclosure fencing for WSP and CLT breeding protection to be modified to allow for expanded vehicular access and use. It appears clear to us that such a limited set of alternatives will not provide decision makers with the appropriate level of information and tools to be able to make informed decisions. In fact, the first alternative is to maintain the status quo, and the second contemplates actually *reducing* ESA species protections. At a minimum, the CEQA/NEPA documents need to evaluate a full range of alternatives with the best chance of meeting project objectives (presumably ESA species protection) with the least amount of coastal resource impacts, both in terms of recreation and habitat. Toward that end, it seems imperative that alternatives be shaped based on data (for example, avoiding use in areas identified as the most acute in terms of species impacts), and that each offer a co-equal evaluation of the costs and benefits environmentally of

each alternative. We do not see how evaluating only ‘do nothing’ and ‘reduce ESA-species protections’ alternatives fulfills those needs, and would strongly suggest additional alternatives be identified, including those based on avoiding use in areas identified as the most problematic in terms of species impacts, including so decision makers are properly equipped with a full understanding of the potential options for addressing ESA species needs in Oceano Dunes. The evaluation of alternatives is a fundamental component of CDP, LCP, and PWP conformance processes, and we would expect that the CEQA/NEPA documents range of alternatives are able to provide a co-equal evaluation of the various ways project objectives can be achieved, and that they provide a full spectrum of possibilities for consideration taking into account Coastal Act requirements and objectives. We are available for consultation on this point as the CEQA/NEPA process progresses, should that prove useful to you.

With respect to Western snowy plover (WSP) in particular, take of the WSP in ODSVRA is well documented, with an increase in take documented in recent years. The HCP should develop specific and enforceable strategies that will eliminate (or at least reduce) the take associated with these and other state and federally listed species. In particular regarding WSP, we believe that there should be an emphasis on policies that address bird deaths during both the breeding season and the overwintering season. Specifically, the policies should address the size, configuration, and seasonal duration of potential WSP exclosures, as well as management practices associated with wrack availability, vegetation density, and predator management. In addition, impacts to WSP associated with recreation, particularly the unique impacts OHV recreation and special events engender, should be addressed, including location restrictions (both permanent and seasonal), appropriate speed limits, signage and other means of public education for OHV riders, as well as appropriate mechanisms of enforcement. Ultimately, the CEQA/NEPA documents must then evaluate these provisions, including providing an assessment of potential impacts and mitigations and the associated evaluation of alternatives discussed above.

Similarly, in terms of California least tern (CLT), take of CLT at ODSVRA is both well documented and has increased, as you are aware, in recent years. Thus, we believe that the HCP process is also an opportune time to update CLT protections at ODSVRA, including ensuring policies are reflective of where birds congregate. Protective policies must be flexible enough to be responsive to any changes in CLT behavior or favored habitat, and large enough to accommodate any population growth should this occur. Moreover, enforced nest buffer distances and fencing configurations and materials must be determined from the most up-to-date scientific information, and empirically verified. The general approach to WSP and CLT management should be focused not just on protection of current populations of these species, but designed to provide optimal conditions for these species over time. All management measures should be deferential to expert recommendations and should be adaptive. And again, the CEQA/NEPA documents must also address these same issues in similar ways as for WSP.

With respect to aquatic resources, the HCP will need to carefully consider recommendations and restrictions necessary to safeguard ODSVRA’s fish and aquatic-affiliated species. Policies concerning the integrity of the ephemeral Arroyo Grande Creek, an area which supports the

federally listed tidewater goby, steelhead, and the California red-legged frog, require particular attention, particularly from vehicular creek crossings. Currently, vehicles are allowed to cross the creek at water depths capable of supporting fish passage when the creek is connected to the ocean, and additional protective measures appear acutely warranted here. In addition, in winter, before natural lagoon breaching occurs, policies need to address OHV use in the vicinity of the lagoon mouth; otherwise, accidental breaching and associated take could also occur. In addition to addressing policies of OHV use in the vicinity of Arroyo Grande Creek, as discussed earlier, the HCP needs to also evaluate the impacts and protective measures associated with alternative Park access and staging areas, particularly those that would bypass Arroyo Grande Creek and lagoon altogether. Finally, we also strongly encourage an analysis of OHV impacts on annual grunion runs, which are known to occur in the ODSVRA. And again, any CEQA/NEPA documents must also address these same issues, including in terms of alternatives evaluation.

Lastly, any proposed HCP and supporting CEQA/NEPA documents must clearly specify enforcement provisions to ensure that final HCP policies and requirements are fully carried out. For example, any HCP needs to fully evaluate success and non-compliance criteria, including how State Parks will mitigate for any take or other adverse impacts to covered species not authorized by a final HCP/ITP. To ensure accountability, the HCP must have a strong monitoring and reporting function. Public education, including by informing visitors of habitat protection requirements, is a key part of this enforcement strategy, and the HCP should identify these public education parameters as well.

Again, thank you for the opportunity to provide these initial comments on the proposed HCP and the NOP/NOI. As you know, the Commission has been deeply involved for many years with the ongoing issues associated with the balancing of active public recreational and access opportunities for all with the protection and enhancement of sensitive species and their habitats in the Oceano Dunes District, both through the underlying CDP as well as the LCP, and potentially through an upcoming PWP. The Commission's program and involvement necessarily and directly intersects with that of USFWS under the ESA, and we are hopeful that an HCP/ITP and any associated CEQA/NEPA supporting documents can bridge the above-described analytic and substantive gaps to best allow for robust decision-making and good public policy. We look forward to continued collaboration on these important coastal resource issues of shared concern, and are available for consultation as you proceed forward. Please do not hesitate to contact me if you have any questions or would like to further discuss these matters.

Ronnie Glick (State Parks), Lena Chang, USFWS
Oceano Dunes District HCP NOP/NOI Comments
March 12, 2018
Page 7

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Kahn". The signature is fluid and cursive, with the first name "Kevin" and the last name "Kahn" clearly distinguishable.

Kevin Kahn
District Supervisor
Central Coast District Office
California Coastal Commission

cc: Mat Fuzie and Kevin Pearce, State Parks
Julie Vance, CDFW
Matt Janssen, San Luis Obispo County



Oceano Dunes <info@oceanoduneswp.com>

Notice of Preparation of EIR - Pismo State Beach and Oceano Dunes Public Works Plan

1 message

Carey Casciola <carey@oceanocsd.org>
To: info@oceanoduneswp.com

Mon, Jun 4, 2018 at 2:00 PM

Hello,

Attached is the letter from the Board of Directors of the Oceano Community Services District in response to the Notice of Preparation of the EIR dated May 9, 2018 for a Pismo State Beach and Oceano Dunes Public Works Plan.

Thank you,

Carey

Carey Casciola

Business and Accounting Manager

carey@oceanocsd.org

Oceano Community Services District

1655 Front St., PO Box 599

Oceano, CA. 93475

Office (805) 481-6730

Fax (805) 481-6836

<http://oceanocsd.org/main/>





Final Letter - Signed.pdf

788K



Oceano Community Services District

1655 Front Street, P.O. Box 599, Oceano, CA 93475

(805) 481-6730 FAX (805) 481-6836

May 29, 2018

California Department of Parks and Recreation

Attn: Katie Metraux, Acting OHMVR Planning Manager

1725 23rd Street, Suite 200

Sacramento, CA 95816

Subject: Comments on the scope and context on the preparation of an Environmental Impact Report (EIR) for the Oceano Dunes State Vehicular Area Public Works Plan.

Dear Ms. Metraux,

This letter is submitted by the Board of Directors of the Oceano Community Services District (District) in response to the Notice of Preparation of an EIR dated May 9, 2018 for a Pismo State Beach and Oceano Dunes Public Works Plan. We understand that State Parks will serve as the lead agency under the California Environmental Quality Act (CEQA).

Although the District has not considered adopting a formal position on the proposed public works plan, the District recognizes the importance of a transparent and thorough evaluation of the changes that may be implemented, including how those changes may affect the community of Oceano. We understand that State Parks will be working with several state and local agencies during the preparation and review of the proposed EIR. In addition to the County of San Luis Obispo, which has jurisdiction over land use planning and street and road maintenance, the District's services could be impacted by the changes.

The District is responsible for fire and emergency services, which we provide through the Five Cities Fire Authority. We are also responsible for enterprise functions including water, wastewater collection, and solid waste and recycling. Lastly, the District has the jurisdictional authority to provide parks and recreation but lacks any funding to implement any such programs. Overall, the District believes that the economic impacts of the changes included in the public works plan should be evaluated. In reviewing the Notice of Preparation published by State Parks we noted that "economics" was excluded from the list of topics that would be addressed in the EIR and we are hopeful that State Parks uses good discretionary judgment by including economic impacts, both positive and negative, in the scope of the EIR. Serving a disadvantaged community such as Oceano, we know that implementing the public works plan may affect the community's financial capability to pay for essential public services.



Oceano Community Services District

Board of Directors Meeting

Oceano is a disadvantaged community adjacent to a natural wonder that is a significant visitor and recreational attraction under the jurisdiction of State Parks. As you prepare the EIR, we request the following:

- Evaluation of waste generation and impacts of trash and litter within the community of Oceano.
- Evaluation of septic waste generation and illegal dumping within the community of Oceano.
- Evaluation of additional water and wastewater utility service from the District.
- Evaluation of extending parks and recreations services within the community of Oceano in collaboration with the District.
- Evaluation of the economic impacts of the public works plan, including community specific impacts.

As we hope you can appreciate, the Oceano CSD Board of Directors finds it difficult to address community concerns regarding the Oceano Dunes, its attraction to visitors, and the lack of revenue sharing that could help address community challenges. We have also observed ongoing debates on the future of the Oceano Dunes but very little discussion regarding the community of Oceano. The Oceano Community Services District has several ongoing community initiatives with other federal, state and local agencies and we believe that proactive work with State Parks should benefit both the community and the future of the Oceano Dunes as a state asset.

Sincerely,

Karen White, President

Oceano Community Services District



Air Pollution Control District
San Luis Obispo County

June 5, 2018

Katie Metraux
Acting OHMVR Planning Manager
California Department of Parks and Recreation
1725 23rd Street, Suite 200
Sacramento CA 95816

SUBJECT: APCD Comments Regarding the Notice of Preparation (NOP) for an Environmental Impact Report (EIR) addressing the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

Dear Ms. Metraux:

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 (NOP) for an Environmental Impact Report (EIR) addressing the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan.

The EIR must be consistent with provisions in the Stipulated Abatement Order.

1. APCD Contact:
Gary Arcemont
Air Pollution Control District
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-5912
Email: garcemont@co.slo.ca.us

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

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

Permits for Equipment

Portable equipment that is rated 50 horsepower (hp) or greater will require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. Additionally, development may require APCD permits and/or applicants may need to apply for an Authority to Construct. 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 most current

version of the San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook (see APCD website, slocleanair.org) or contact the APCD Engineering Division for details on requirements.

- Power screens, conveyors, and/or crushers;
- Batch plants;
- Rock and pavement crushing;
- Dryers
- Tub grinders; and
- Trommel screens.

Fuel Storage

The project referral does not indicate whether the project includes the storage of fuel on-site. If there will be fuel stored on-site, the EIR should include a description of the on-site fuel storage and procedures related to fuel handling and spillage. 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 potential air quality impacts should be assessed in the Environmental Impact Report (EIR). This analysis should address both short-term and long-term emissions impacts (including traditional air pollutants and greenhouse gas emissions) and include the following information:

- a) A description of existing air quality and emissions in the project area, including the attainment status of the APCD relative to state and federal air quality standards and any existing regulatory restrictions to development. The APCD website should be consulted for applicable information.
- b) A detailed description of all phases of the project should be included in the EIR. Based on the description, a detailed quantitative air emissions analysis needs to be completed and all emissions from each phase of the project need to be quantified. A complete emission analysis should be performed on all relevant construction and operational phase emission sources using the latest approved version of CalEEMod (caleemod.com), EMFAC, OFF-ROAD, AP-42 "Compilation of Air Pollutant Emission Factors" or other APCD approved emission calculator tools. This analysis should include both stationary and mobile sources. All assumptions used in the air emissions calculations should be included in the EIR; such as emission factors used in the emission calculations. Include the reasoning for selecting the emission factors and include the emission factor data source. Modeling results should include detailed output reports that include data input parameters, assumptions, and default modification, if applicable. The quantitative analysis needs to address criteria pollutants, greenhouse gases, air toxics, and diesel particulate matter and be compared to APCD's CEQA thresholds.
- c) As discussed above, greenhouse gases should be quantified as part of the project. The short term greenhouse gas impacts from the construction should be amortized over the life of the project and added to the operational phase impacts. Additionally, if the project will result in any loss and or conversion of vegetated land (i.e., cropland, forestland, grassland, wetlands, other) the GHG emissions associated with that loss or conversion should be quantified and mitigated as appropriate.

- d) A cumulative impact analysis should be performed to evaluate the combined air quality impacts of this project and impacts from existing and proposed future development in the area. This should encompass all planned emission producing activities within one mile of the project.
- e) The EIR should describe feasible mitigation measures to reduce air quality impacts on-site.
- f) **Health Risk Assessment –Type A - New Toxic Source that Impacts Sensitive Receptors:**
Based on the limited information provided in the project referral, this project may involve the use of numerous pieces of heavy-duty diesel equipment and trucks, backup diesel generators or fuel tanks/storage. Diesel particulate matter is listed as a toxic air contaminant by the California Air Resources Board with no identified threshold level below which there are no significant effects. The EIR should indicate whether the project has the potential to emit toxic or hazardous air pollutants in close proximity to sensitive receptors. Sensitive receptor locations include schools, residential dwellings, parks, day care centers, nursing homes, and hospitals. Health impacts may be significant due to increased cancer risk for the affected population, even at a very low level of emissions. Such projects are required to prepare a health risk assessment to determine the potential level of risk associated with their operations.

In July 2009, the California Air Pollution Control Officers Associations (CAPCOA) adopted a guidance document HEALTH RISK ASSESSMENTS FOR PROPOSED LAND USE PROJECTS to provide uniform direction on how to assess the health risk impacts from and to proposed land use projects. The CAPCOA guidance document focuses on how to identify and quantify the potential acute, chronic, and cancer impacts of sources under CEQA review. As defined in the CAPCOA guidance document there are basically two types of land use projects that have the potential to cause long-term public health risk impacts and are named Type A and Type B.

This project may be a Type A project; a new proposed land use project that generates toxic air contaminants (such as the use of fuel storage tanks, backup generators, diesel trucks and equipment) that impact sensitive receptors. Air districts across California are uniform in their recommendation to use the significance thresholds that have been established under each district's "Hot Spots" and permitting programs. The APCD has defined the excess cancer risk significance threshold at 10 in a million for Type A projects in San Luis Obispo County. A health risk assessment may be needed to determine potential health risks to impacted residents.

- g) **Traffic Study:** To aid in the air quality analysis, a traffic study should be included in the EIR which includes the total projected daily traffic volumes. The traffic study results can be used in the quantitative and qualitative analyses by providing a tool for comparing trip generation between different alternatives and evaluating effectiveness of mitigation methods for reducing traffic impacts.
- 4. **Permit Stipulations/Conditions:**
See Section 2 for applicable permit requirements.
 - 5. **Alternatives:**
Any alternatives described in the EIR should involve the same level of air quality analysis as described in section 3. The EIR should include a range of alternatives that could effectively

minimize air quality impacts. A quantitative analysis of the air quality impacts should be generated for each of the proposed alternatives.

6. Reasonably Foreseeable Projects, Programs, or Plans:
Any requirements addressed in the Stipulated Abatement Order should be addressed in the EIR, such as the Particulate Matter Reduction Plan.
7. Relevant Information:
The most current version of the San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook is to be used as guidance for assessing the air quality impacts for this project and defining mitigation measures. It is available via the APCD web page:
<http://www.slocleanair.org/rules-regulations/land-use-ceqa.php>
8. Further Comments:

Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. Projects with grading areas that are greater than 4 acres or within 1,000 feet of any sensitive receptors shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to mitigate dust emissions:
<http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm>;
- c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PM₁₀ mitigation measures required should be shown on grading and building plans; and,
- m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).

Demolition/Asbestos

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing structures or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Engineering & Compliance Division at (805) 781-5912 or go to slocleanair.org/rules-regulations/asbestos.php for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of slocleanair.org/library/download-forms.php.

Lead During Demolition

Demolition of structures coated with lead-based paint is a potential health concern. Improper demolition can result in the release of lead-containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead.

Therefore, proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required. Contact the APCD Engineering & Compliance Division at (805) 781-5912 for more information. For additional information regarding lead abatement, contact the San Luis Obispo County Environmental Health Department at (805) 781-5544 or Cal-OSHA at (818) 901-5403. Additional information can also be found online at www.epa.gov/lead.

Developmental Burning

Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the APCD Engineering & Compliance Division at (805) 781-5912.

Idling Restrictions near Sensitive Receptors for Diesel Equipment

Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The location of the staging areas and diesel equipment operations near sensitive receptors needs to be identified in the EIR. The APCD recommends restricting the siting of the idling areas at least 1000 feet away from sensitive receptors as defined in the conditions below:

- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Use of alternative fueled equipment is recommended whenever possible; and,
- Signs that specify the no idling requirements must be posted and enforced.

Truck Routing

Proposed truck routes should be evaluated to define truck routing patterns that will have the least impact to residential communities and sensitive receptors, such as schools, daycare facilities, hospitals and senior centers. The project must utilize truck routes that have the least impact to sensitive receptors.

Fugitive Dust and Private Unpaved Road and/or Driveway Mitigation

A dust control plan addressing unpaved roads should be included in the EIR. This plan should explain how fugitive dust impacts from the unpaved roads will be mitigated.

Since vehicles will be driven on unpaved roads, fugitive dust impacts should be estimated, and impacts compared with thresholds found in the most current version of the San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook. If the thresholds are exceeded, mitigation measures found in the CEQA Handbook must be implemented.

Implement and maintain design standards to ensure vehicles that use the private unpaved road in the project location are physically limited to the posted speed limit.

If this measure does not adequately reduce the fugitive dust below the 20% opacity limit identified in APCD's 401 "Visible Emissions" rule or if dust is emitted offsite, the project proponent shall work with the APCD to define additional mitigation measures that are necessary to minimize nuisance impacts.

In addition to the unpaved road/driveway mitigation, this project may be subject to the following standard operational phase air quality mitigation measures:

1. Pave the road to meet County Public Improvement Standards. Prior to issuance of conditions of approval for the project, the applicant shall work with County Roads Division to ensure:
 - a) Their paving standards will be met; and
 - b) The County is prepared to maintain the new paved section of road; or
 - c) That the County is satisfied with an alternative maintenance mechanism that will meet County requirements, or;
2. For the life of the project, maintain the private unpaved road to the project location with a dust suppressant such that fugitive dust emissions do not exceed the 20% opacity limit identified in APCD's 401 "Visible Emissions" rule and such that offsite dust emissions from the site do not occur. A list of approved dust control suppressants can be obtained from the APCD.

Construction Activity Management Plan

If the estimated emissions from the actual construction fleet are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance (ROG+NO_x and/or PM) after the standard and BACT measures are factored into the estimation, then an APCD approved CAMP (See the APCD's 2012 CEQA Handbooks Technical Appendix 4.5 for CAMP Guidelines) and off-site mitigation need to be implemented in order to reduce potential air quality impacts to below a level of significance.

The CAMP should be submitted for review and comments prior to the start of construction and should include, but not be limited to, the following elements:

- A construction equipment Dust Control Management Plan that encompasses all, but is not limited to, dust control measures that were listed above in the "dust control measures" section;
- Tabulation of information of on and off-road construction equipment that is expected to be used on the project (hours of operation/useage, manufacturer name, type of equipment (Grader, Scraper, Dozer, Engine, etc.), engine horsepower, engine Tier, engine Model/Year, Equipment Identification Numbers – DOORS EIN#). If equipment has multiple engines, include information for each engine.
- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

Wood Combustion

Under APCD Rule 504, only APCD approved wood burning devices can be installed in new dwelling units (including residences, hotels, motels, lodges, etc.). These devices include:

- All EPA-Certified Phase II wood burning devices;
- Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-

- recognized testing lab;
- Pellet-fueled woodheaters; and
- Dedicated gas-fired fireplaces.

If there are questions about approved wood burning devices, please contact the APCD Engineering and Compliance Division at (805) 781-5912.

Fire Pits

If the project will include fire pits, the following comments apply to operational phase impacts.

Recent studies that examined the impact of bonfires/campfires on public health showed that smoke from bonfires/campfires impacted air quality in nearby residential areas. To address air quality impacts APCD recommends the following:

- Locate fire pits at least 700 feet from the nearest residence; or,
- Fire pits should be at least 100 feet apart (If a recreational area or city has 15 or fewer fire pits, they must be separated by at least 50 feet); and,
- Fire pits should not be used when air quality for fine particulates (PM_{2.5}) is forecasted to exceed 100 on the Air Quality Index (AQI).
- If fire pits are included in the project, the APCD recommends that the campground/fire pit operator prohibit fire pit use during poor air quality conditions.

The APCD also recommends locating the fire pits:

- at least 100 feet apart; and,
- as far as feasible from residences or hotel/motel units; and,
- at least 700 feet from the nearest residence.

As defined in APCD's Rule 402, a person shall not discharge, from any source whatsoever, such quantities of air contaminant or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or public, or which cause or have a natural tendency to cause, injury or damage to business or property. If fire pits are included in the project and have the potential to cause nuisance impacts, the campground/fire pit operator needs to proactively take steps to reduce these impacts.

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

Sincerely,



Gary Arcemont
Air Quality Specialist

cc: Gary Willey, APCO, APCD
Dora Drexler, Compliance Division, APCD
Tim Fuhs, Compliance Division, APCD
Brian Aunger, Engineering Division, APCD



Northern Chumash Tribal Council

*A Native American Corporation - NorthernChumash.org
P.O Box 6533 Los Osos, CA 93412
805-801-0347*

California Department of Parks and Recreation

June 8, 2018

Re: Notice of Preparation of an Environmental Impact Report

The Northern Chumash Tribal Council, Inc. (NCTC) is offering our California Tribal Perspectives on this Notice of Preparation and the direction of the Draft EIR and EIR.

It is NCTC's indigenous perspective that the Oceano Dunes is a place that must be preserved for all Peoples, the access to these Sacred Lands must be fair and equal, with the utmost care for the Dunes Lands themselves.

The Chumash Living Sacred Lands which we now call the Oceano Dunes have been the home of the Chumash Nation for over 10,000 years. The Life Ways of the Chumash Peoples living in the Sacred Dunes were able to experience a peaceful, serene, quite, combined with Sacred Places of deep reflections by living with and utilizing these wonderful Sacred Natural Wonders bringing forth the profound understanding of life and living/giving together as a family/community, working together with neighbors and traders, living an understanding of great harmony through the reality of the Sacred Chumash Dunes.

State Parks attempts to use the 1975 General Development Plan as their guide for program-based goals and guidelines, the GDP is out dated, does not include any meaningful representation of the Indigenous Peoples Community, the Chumash Community in particular. This GDP has completely left out any meaningful consultation with the California Native American Chumash Community, and any that are mentioned are outdate, inaccurate or are just not true. In order to come into compliance the GDP must be brought up to the standards of California Native American protocols that are a must for all agencies, under Executive Order B-10-11, SB 18, AB 52 and all laws and regulation pertaining to the involvement and respect to the First Peoples of California. The GDP must be review for compliance with all Law and Regulation for the preservation and protections of California Native American Culture and Heritage. No meaningful consultation for this NOP was done, in violation of CEQA, AB52, and Executive Order B-10-11.

In State Parks preparation of a Public Works Plan (PWP) and SVRA have forgotten to have meaningful consultation with Stake Holders, the Chumash Community, which is not General Public, we have regulatory review over all project in our Lands in San Luis Obispo County.

Since 1975 the peace of The Chumash Sacred Dunes was alter forever with the permitting of the off road vehicle onto the Sacred Chumash Dunes, whereby destroying the Peace of the Sacred Chumash Duns and denying access to a true Peace of Silence, Peace of Purity of the Sand in the Sacred Chumash Dunes, Peace of Walking unaffected in the Sacred Chumash Dunes, Peace of Being, Peace of Ceremony, Peace of Life, the Chumash Peoples have been denied access to our serene quite peaceful

**ENVIRONMENTAL & LAND-USE CONSULTING
EDUCATIONAL SERVICES TEACHING NATURE, NATIVE CULTURES &
FARMING**

Fishing Events, Kite Flying Events, Children Educational Events, Lectures, Religious Ceremony Events, Wine and Food Events and so much more.

It is NCTC's opinion that rather than have only 20% of all hospitality business revenue from the current Oceano Dunes vehicular economy, but, expand the Sacred Chumash Dunes and grow overall revenue by over 40%, because most of these events based round people, which will be staying in our lodging and eating at our great restaurants, and purchasing gifts, buying local gas, and all the other amenity from our local businesses, rather than bring supplies with them, and staying on the beach. One marathon has the potential to bring over 50,000 people for a one day event.

The economy for Oceano needs to benefit from the activities on the Sacred Dunes, Oceano should have a boardwalk with business allowed to sell their goods along the boardwalk, and Oceano need the tax revenues from its local business to provide business improvements and community infrastructure to builds a strong community for the future. The community of Ocean must have a share of the revenue stream from activities on the Ocean Dunes. Coordinating Peoples events with the community of Oceano will allow Oceano to grow in a healthy manner.

Removing the vehicles every other month from the Sacred Chumash Dunes will reduce the particulate matter in the air, whereby improving the health of the south county residents.

The California Coastal Commission, County of San Luis Obispo and State Parks must look at all possibilities, and provide equal and unobstructed access to the Sacred Dunes for ALL Peoples.

The Sacred Chumash Dunes would provide a world-class educational environment for so many non-vehicular events that local business would see an incredible increase in revenues, it is time to look at the future when there will be no vehicles on the Sacred Chumash Dunes.

The Northern Chumash Tribal Council, Inc., (NCTC) was formed under the guidelines of California Senate Bill 18 April 26, 2006, as a State Recognized Tribal Government, by the Native American Heritage Commission, located in Los Osos CA, organized and dedicated to preservation of the Chumash Culture, Heritage and Sacred Sites. NCTC is dedicated to meaningful consulting with local governments, agencies, consulting with the development community, and supporting tribal community well-being.

1. The Northern Chumash Tribal Council (NCTC) a non-profit State and Federal tax exempt corporation meeting all the qualifications to be placed on the State of California Native American Heritage Commissions (NAHC) California Environmental Quality Act list for local government consultation concerning Cultural Resources issues in San Luis Obispo County.
2. The NCTC has met all the qualifications to be placed on the NAHC Senate Bill 18 and CEQA list for General Plan Amendments and land use issues with local Cities and Counties.
3. The NCTC is a Chumash Senate Bill 18 compliant Chumash Tribal government located in San Luis Obispo County.
4. The NCTC is recognized as a Native American tribal government by the surrounding community, including other Tribes and local governments.

Way of Life/Religion, denying the Chumash Nation the Indigenous Peoples of this land equal standing with all other peoples, while disrespecting the right of Indigenous Peoples to be different, to consider themselves different, and to be respected as such, denying that all Peoples contribute to the diversity and richness of civilization and cultures, which constitute the common heritage of humankind.

Denying the Chumash Peoples based on doctrines, policies and practices based on or advocating superiority of peoples for specific uses to Sacred Lands and/or groups on the basis of economic development, disregarding the respect for Indigenous knowledge, cultures and traditional practice which contributes to sustainable and equitable development and proper management of the environment on the Oceano Dunes, is unacceptable. The Chumash Peoples and a majority of the People that live in San Luis Obispo County have been denied the Peaceful Access to the Oceano Dunes/Sacred Chumash Dunes. For 365 days a year the Chumash Peoples/local communities are being denied access to peacefully engage in our Way of Life/Religion unencumbered.

American Indian Religious Freedom Act and UN Declaration of Rights Indigenous Peoples, Californian SB 18, all provide protections for Tribal Culture and Traditional Religious Rights, freedom to worship through traditional ceremony, which has been affected, altered and denied in the Oceano Dunes. In accord with 350 million Indigenous Peoples worldwide and over 140 Nations state the following, Article 30 UNDRIP: 1. Indigenous peoples have the right to maintain, control, protect and develop their culture heritage, traditional knowledge and traditional cultural expression, as well as the manifestations of their sciences, technologies and cultures, including human and genetic resources, seeds, medicines, knowledge of the properties of fauna and flora, oral traditions, literature, designs, sports and traditional games and visual and performing arts, They also have the right to maintain, control, protect and develop their intellectual property over such cultural heritage, traditional knowledge, and traditional culture expressions. 2. In conjunction with indigenous peoples, States shall take effective measures to recognize and protect the exercise of these rights. Article 32: 1. Indigenous peoples have the right to determine and develop priorities and strategies for the development or use of their lands or territories and other resources. 2. States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free and informed consent prior to the approval of any project affecting their lands or territories and other resources, particularly in connection with the development, utilization or exploitation of mineral, water or other resources. 3. State shall provide effective mechanisms for just and fair redress for any such activities, and appropriate measures shall be taken to mitigate adverse environmental, economic, social, cultural or spiritual impacts.

NCTC would like to see a fair and unencumbered solution to Peaceful access to the Sacred Chumash Dunes, every other month should be Peaceful Peoples Month with NO Vehicle allow on the Beach or Dunes, during these times special promotions for non-vehicular events, Equestrian Events, Marathon Events, Music Events, Yoga Events, Bicycle Racing Events, Canoe Events, World Class Surfing Events, Wounded Warrior Events, Special and Disabled Events, Weddings, Family Celebrations, all camping on the beach will be assessed by walking or equestrian transportation to and from camp sites, all camp fires must have a metal fire pit, no camp fires on the sands directly. Bird Watching Events,

5. The NCTC consulting teams are engaged in consultation with local and state government agencies, business agencies, developers, conservation entities and every City in San Luis Obispo County and the County itself regarding land uses issues, environmental issues and cultural resources issues.

Thank you for the opportunity to comment.

Then Northern Chumash Tribal Council, Inc.



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes SVRA Public Works Plan

1 message

Oceano Beach <oceanobeachca@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 1:16 PM

The Oceano Beach Community Association is a coalition of residents and business owners working together to create positive change for Oceano.

The EIR for the ODSVRA must include a full assessment of the impacts of the vehicle entrances at Grand Avenue and Pier Avenue. These entrances were supposed to be temporary, but have continued to be used for many years despite adverse impacts on the environment and local community.

Per the California Coastal Commission staff report prepared for a hearing on January 12, 2017, "The current entrance and staging areas were designated as interim under CDP 4-82-300, with the goal of potentially locating a permanent access and staging area to the south that would avoid conflicts between more passive recreation type use and OHV use, as well as to eliminate the need for vehicles to cross Arroyo Grande Creek.... DPR has failed to designate and operate a permanent access and staging system as required. This represents a three decade old violation of the CDP."

This violation must end. We advocate that the Grand and Pier Avenue vehicle entrances be closed, with no vehicles allowed on the beach or dunes north of Arroyo Grande Creek.

The unincorporated town of Oceano is negatively impacted in numerous ways by allowing thousands of vehicles to enter Oceano's beach via Pier Avenue and drive miles south along a "sand highway" to the OHV riding area. Heavy truck and trailer traffic on Pier Avenue makes the street unsafe for pedestrians and bicyclists, and creates noise and clouds of unhealthy dust and sand. Our economically-disadvantaged community is being held back from redevelopment of this potential business corridor because of State Park's use of our street as its gateway. Along Pier Avenue, there are shuttered shops and restaurants, for sale signs that have been in place for years, and neglected, litter-strewn and weedy lots. The residents of the beach town of Oceano do not have a safe beach of our own. We cannot take our dogs for a peaceful walk, or enjoy watching the sun set into the ocean with our families, or cross the sand to surf, without checking for traffic and worrying about inattentive drivers mowing us down.

To provide a safe beach for Oceano, allow revitalization of Pier Avenue, and protect endangered species and water quality, the Grand and Pier Avenue vehicle entrances to the ODSVRA must be closed and driving restricted to areas south of the creek.

Oceano is not the Gateway to the Dunes but rather the Doormat of the Dunes. In the interests of economic justice, health and welfare, our community deserves better.

Best,
Cynthia Replogle, President
Oceano Beach Community Association
oceanobeach.org

Esteemed OHV Commissioners,

As you are all aware, State Parks recently entered a Stipulated Abatement Order with the San Luis Obispo Air Pollution Control District related to the ODSVRA.

I want to thank State Parks for their continued attention and efforts related to the ODSVRA. It is an area with unique recreational opportunities near and dear to the hearts of many. I know that Mr. Fuzie and team have spent many hours away from their families traveling and collaborating with both the SLO APCD and the public on both the abatement order process and the Public Works Plan (PWP).

The off-road community wholly disagreed with State Parks' decision to enter into such an agreement versus fighting the largely unsubstantiated claims of a small local agency. However, we understand that the agreement is now in place and our best course of action is to stay closely involved in the PWP process and watch how the abatement order plays out over the next year.

We are already seeing a major safety issue caused by the 38 acres of wind fencing installed and it needs to be called out early in this abatement process. This 38-acre plot of wind fencing has drastically changed the dune structure east of the fenced area and created dangerous conditions for riders. It has created witches eyes and short razorbacks that even the most experienced riders would have to avoid without crashing, not to mention the OHV renters who do not have the experience to know what to avoid.

Rider safety must be accounted for when discussing wind fencing placement. **Far more than 38 acres of riding area was lost because hundreds to over 1,000 feet east of the 38 acres of fencing is now hazardous for OHV activity. Therefore, we are fearful of the extent of damage and loss of riding area that will result from the installation of the remaining wind fencing to reach the 100-acres called for in the abatement order.** The off-road community is fearful about the lack of representation for OHV interests in addition to the lack of overall knowledge of OHV recreation within the Science Advisory Group (SAG). OHV activity was not considered when the 38 acres of wind fencing was installed. **The SAG must understand OHV needs and safety issues already caused by the wind fencing before any more wind fencing is installed.**

Another item of major interest being watched closely by the off-road community is the re-opening of several riding areas that can happen today.

- 1) The Stipulated Abatement order says, "The easternmost array shown in Map 1 is in an area that was not historically vegetated, but it was part of State Parks' original plan for 2018 and is already installed; thus, it has been incorporated into the plan for 2018. Now, this array is not intended to be permanent nor to be an area for eventual revegetation, though mitigations in this same area are not precluded in the future." Historically, we have seen that areas are fenced off quickly, but not reopened in a timely manner. The off-road community would like to see this area opened back up to OHV activity immediately as it is not planned for revegetation.
- 2) As the dunes change and the distance between vegetation and the fence lines grow, fence lines should be pushed back up against the vegetation, providing more riding area. We would like State Parks to immediately push fence lines back to the vegetation while they are installing wind fencing per the abatement order.
- 3) In several areas on the perimeter of the park, there is a large gap between the fence line and State Parks' property line. We would like State Parks to immediately push fence lines back to the property line while they are installing wind fencing per the abatement order.
- 4) Several years ago, an area within the OHV riding area was fenced off for planned restroom facilities. The facility project was abandoned, but the area remains fenced off. We would like State Parks to immediately open the area back up to OHV activity while they are installing wind fencing per the abatement order.
- 5) Many years ago, a massive area was fenced off for Least Tern nesting, which has been largely (or completely) ineffective. We would like State Parks to consider reopening at least a portion of this area to OHV activity.

The off-road community is a large stakeholder group that must be considered throughout this process. It would show extreme goodwill to the off-road community if State Parks makes the minimal adjustments to

fencing mentioned above, while simultaneously complying with the stipulated abatement order.

Thank you for your continued attention to this matter.

Regards,
Lyndi Love-Haning
San Luis Obispo County (Nipomo Mesa Resident)

Amy Granat
Managing Director
California Off-Road Vehicle Association
Amy.granat@corva.org
916-710-1950



06/08/2018

To: California Department of Parks And Recreation

Re: Comments on Public Works Plan for the Oceano Dunes State Vehicular Recreation Area (SVRA)

Good day,

Thank you for the opportunity to comment on the Public Works Plan for the Oceano Dunes State Vehicular Recreation Area (SVRA). Please accept these comments on behalf of the Surfrider Foundation San Luis Obispo Chapter ("Surfrider"). Surfrider Foundation's mission is the protection of our ocean, waves, and beaches through a powerful activist network. Our comments focus on a few issues which, over years of observing management of Oceano Dunes, we feel could be significantly improved.

The first issue is insufficient trash collection and recycling opportunities along the dunes and in beach areas. Trash left behind by beach users can be spread and ingested by birds, can be transported into the dunes and watersheds by birds and the wind, and can be taken into the ocean by the wind and changing tides. Park management should better educate the public and more actively enforce litter regulations by providing better signage and increased enforcement. Further, directions to trash receptacles should be provided upon vehicle entry and recycling bins should be available. We reference improved trash collection along the beach at Pismo Beach. When Pismo Beach provided hinged covers for trash cans on the beach, it allowed the contents to remain safe from being removed by seagulls while beach-compatible trash trucks were still able to unload the cans' contents. Improved trash collection opportunities and enforcement of "NO Littering" (including cigarette butts) regulations, would illustrate to the community that State Parks is at least as committed as surrounding communities to decreasing trash pollution in the near-shore environment. Our chapter has discussed this issue with Oceano SVRA leadership in the past. But, it seems the problem will require significant investment by State Parks leadership in Sacramento before the problem is fully addressed.

Secondly, Pismo Beach and other communities regulate Personal Watercraft (PWC) and Jet Skis in the near-shore environment. We believe Pismo Beach prohibits PWC

within 100 feet of the beach and other coastal cities share this type of ordinance. If Oceano Dunes SVRA is committed to adopting similar Local Coastal Plans as surrounding cities, a prohibition of PWC in the near-shore environment is strongly suggested. However, if State Parks feel they might still be able to protect marine mammals, surfers, and swimmers from the impacts of PWC in the near-shore environment, we suggest developing a PWC operator regulations, along with a PWC operator certification and safety program, which will allow PWC riders' continued use of the surf zone of the Oceano SVRA.

Further, we are concerned with the impacts of vehicle crossings at Arroyo Grande Creek. Tidal surges in this area, driver inexperience, fish migration interruption, and impacts on ocean water quality are some of our concerns. With projected sea level rise, these are impacts that will likely continue to increase, and the SVRA should plan to redirect traffic accordingly. When other jurisdictions have continuous issues with creek crossings, they build a bridge. If a bridge is not feasible, we urge further evaluation of alternative ramp locations which are nearer the OHV riding area and campgrounds and which permanently avoid the need for vehicle crossings at Arroyo Grande Creek.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Brad Snook".

Surfrider Foundation San Luis Obispo

Brad Snook

Chair, Surfrider Foundation San Luis Obispo

chair@slo.surfrider.org

(805) 440-9489



Via Electronic Mail

6/9/2018

California Department of Parks and Recreation
Attn: Katie Metraux,
Acting OHMVR Planning Manager
1725 23rd Street, Suite 200,
Sacramento, CA 95816
info@OceanoDunesPWP.com

Re: Comments on Notice of Preparation of an Environmental Impact Report for the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan.

Dear Ms. Metraux,

These comments are submitted on behalf of the Center for Biological Diversity (the “Center”) regarding the notice of Preparation of an Environmental Impact Report for the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.6 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people and wildlife in San Luis Obispo County.

While the current proposed project does not include an update of the General Development Plan, an update to that General Development Plan is long overdue. In the intervening forty years, numerous management issues have arisen that were unforeseen and unaccounted for in the existing management plan. For example, Pismo State Beach and ODSVRA are identified as Environmentally Sensitive Habitat Area (ESHA) under the Coastal Act (see Attachment), a designation not addressed in the existing General Plan. ESHA are “rare or especially valuable” habitat areas in the coastal zone, given enhanced protection by the Coastal Act. (PRC § 30107.5.) An updated plan must include ways to protect the ESHA and minimize destruction of the natural resources. (*See Banning Ranch Conservancy v. City of Newport Beach*, 2 Cal. 5th 918, 936 [ESHA “must be protected against any significant disruption of habitat values”].)

We believe that Park Service units would greatly benefit from a revision of the management plan to incorporate and codify management directives to protect resources while allowing public access. Therefore, we urge State Parks to consider a more holistic approach to the proposed public works projects and other current projects moving through the CEQA and other processes by starting with updating the General Development Plan. An updated General Management Plan could then act as a basis from which other projects, including the proposed Public Works Plan,

Arizona • California • Nevada • New Mexico • Alaska • Oregon • Washington • Illinois • Minnesota • Vermont • Washington, DC

could tier off of. With all of the current projects/issues that the State Parks Units are currently addressing, it appears that State Parks is piecemealing projects and issues instead of addressing them holistically. This approach violates CEQA because can result in cumulatively “disastrous consequences” could avoid environment review. (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 98; *see also California Oak Foundation v. City of Santa Clarita* (2005) 133 Cal.App.4th 1219, 1225 [By omitting information about the complete scope of the project, an agency fails to provide mandated “information about the effect a proposed project is likely to have on the environment].) We are also concerned that as project/issues move forward on separate tracks that they come in conflict with each other, delaying projects/issues that need to move forward post haste.

I. Diversity of Public Works Plan (PWP)

While we recognize that the proposed projects of the PWP are in conformity with the outdated Management Plan, the variety of projects included in the PWP vary in their resource impacts. By lumping them together into a single PWP complicates the environmental review process and potentially diminishes the thoroughness of the analysis.

Of particular concern is the proposed Oso Flaco Campground and Public Access Project and the proposed “motorized recreation access to southern area of park” from the new campground. We request that State Parks remove this proposal from the PWP at this time. Oso Flaco Lake and the surrounding habitat is home to numerous endangered species and the lake itself is a key spot for stopover and breeding habitat for a variety of avian species that utilize the Pacific flyway. One of our concerns are the potential impacts to the lake and surrounding habitat from increased visitation, particularly by ORVs, by installing a 120-acre campground directly adjacent to this area. As you know, the current land use is agriculture which rarely if ever has night-time activities that could disturb wildlife, and is more compatible with wildlife conservation. The current access to the lake and the beach is through the existing walking bridge and boardwalk where restoration of the dunes has also occurred and is reestablishing nicely. Based on the map and information provided at the public meeting, the “No OHV Riding” area would need to be breached to achieve “motorized recreation access to southern area of park”. This proposal does not appear compatible with Local Coastal Plan (LCP), which requires that ESHA be protected and destruction of the natural resources minimized. In fact, the dunes south of the Pismo Dune Preserve are identified as “non-riding, buffer area” in the LCP many years ago. Due to the potential significant environmental conflicts with this proposal, State Parks should remove this proposal if the current CEQA process moves forward.

II. Integration with the ODD HCP

Oceano Dunes District is also embarking on a Habitat Conservation Plan (ODDHCP) which just wrapped up scoping in March 2018. Some of the proposed actions under the PWP may require state and federal wildlife “take” permits issued under the State and/or federal Endangered Species Acts. The term “take” is defined broadly, need not be lethal, and includes to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” or cause another to do so. (16 U.S.C. § 1532(19).) The USFWS has further defined “harass” to include “an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns, including breeding, feeding,

or sheltering.” (50 C.F.R. § 17.3.) Additionally, some of the species that are not currently included as potential “covered species” in the ODDHCP include steelhead and tidewater goby, and there may be other affected. Therefore, the proposed actions in the PWP may need to be included as covered activities in the ODDHCP.

III. PWP Proposals

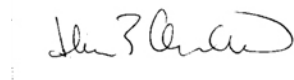
If the other proposals in the PWP move forward through the CEQA process, which we agree will require an Environmental Impact Report, we request that the following be analyzed in the DEIR as part of the package of compliance, avoidance, minimization and mitigation:

- Analyze the proposed projects’ environmental impacts to compliance with the air quality abatement order;
- No night riding of vehicles to prevent disturbance and harm to campers and wildlife;
- Permanently protecting a year-round snowy plover and least tern nesting area enclosure so that the wrack line can build up and remain, providing cover, a safe haven and other resources (insects) for the chicks and resident birds throughout the year;
- Revisiting of the Coastal Commission’s limit on the number of vehicles on ODSVRA in order to protect resources and implementation of the existing or revised cap in order to provide a safer beach environment;
- Adopt the U.S. Fish and Wildlife Service’s recommendation in their 2016 letter to discontinue all large events;
- Discontinue drag racing and all types of racing and jumping of vehicles in the dunes because this area is part of the ESHA;
- Only allow car camping on the beach.

IV. Conclusion

Thank you for the opportunity to submit scoping comments on the PWP and the EIR. We look forward to working with you to assure that the PWP includes projects that help to protect the irreplaceable natural resources at Pismo Beach and ODSVR while also conforming to the state and federal laws’ requirements to fully analyze, avoid, minimize or if necessary mitigate all significant impacts to the environment. Please do not hesitate to contact the Center with any questions at the number listed below. We look forward to reviewing the PWP and Draft EIR once it is available for public review. Please keep us on the list of interested public for all notifications related to this and other projects on Pismo Beach and ODSVRA at the contact information below.

Sincerely,



Ileene Anderson
Senior Scientist/Public Lands Deserts Director

Center for Biological Diversity
660 S. Figueroa St., Suite 1000
Los Angeles, CA 90017
tel: (213) 785.5407 (Direct Office)
ianderson@biologicaldiversity.org



Aruna Prabhala
Urban Wildlands Program Director
Staff Attorney
Center for Biological Diversity
1212 Broadway, Suite 800
Oakland, CA 94612
Ph: 510-844-7100, ext. 322
aprabhala@biologicaldiversity.org

cc:

Julie Vance CDFW Julie.Vance@wildlife.ca.gov
Lena Chang, USFWS lena_chang@fws.gov
California Coastal Commission Central Coast Office CentralCoast@coastal.ca.gov



June 9, 2018

Via Email Only

California Department of Parks and Recreation
Katie Metraux, Acting OHMVR Planning Manager
info@OceanoDunesPWP.com

RE: Notice of Preparation of EIR for Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

I submit these comments on behalf of the Santa Lucia Chapter of the Sierra Club regarding Department of Parks and Recreation's ("State Park") proposed environmental review and adoption of a Public Work Plan ("PWP") for the Oceano Dunes State Vehicular Recreation Area ("ODSVRA").

State Parks is proposing to adopt a PWP to serve as a long-range land use and development plan in compliance with the California Coastal Act and California Resources Code (14 CCR § 13353). According to the Notice of Preparation ("NOP"), the PWP would be reviewed and certified by the California Coastal Commission and is intended to replace the 1982 Coastal Development Permit (CDP).

While the Sierra Club advocates for a reimagining and redesign of the Park as a passive-use, visitor-serving coastal facility that allows only limited car camping as the sole permitted vehicular recreational activity, the proposed PWP raises a number of critical legal questions that must be resolved before the PWP can be properly vetted and considered for approval. Moreover, the project description provided in the NOP is far too cursory and incomplete to allow meaningful substantive comments regarding the type of analysis the EIR must include.

1. The PWP is a planning tool that cannot replace the Coastal Development Permit.

The NOP and State Park's related informational materials mention 14 CCR 13353 as the authority for the PWP, but fail to mention that PWPs are defined by and are subject to the Coastal Act.

According to Cal. Pub. Res. Code § 30605, PWPs are intended

[t]o promote greater efficiency for the planning of any public works or state university or college or private university development projects and as an alternative to project-by-project review, plans for public works or

1504 Marsh Street
San Luis Obispo
California 93401
ph: 805-593-0926
fax: 805-593-0946

babaknaficy@sbcglobal.net

state university or college or private university long-range land use development plans may be submitted to the commission for review in the same manner prescribed for the review of local coastal programs as set forth in Chapter 6 (commencing with Section 30500). ...

This statute makes it clear that contrary to State Parks' "explanation", a PWP is a land use tool for the planning of specific development projects; it is not intended to govern the operation of a state park such as the ODSVRA. Accordingly, the proposed PWP cannot replace the existing CDP, which in part governs the day-to-day operation and management of the ODSVRA. This issue must be clarified and adequately addressed both in the PWP and the Environmental Impact Report ("EIR").

2. The PWP is subject to the Coastal Act, which requires State Parks to consult with San Luis Obispo County to ensure it conforms to San Luis Obispo's Local Coastal Plan.

State Parks appears to be under the false impression that the PWP is subject only to the standards contained in the Coastal Act. According to the Coastal Act, however, if a PWP "is submitted after the certification of local coastal programs, any such plan shall be approved by the commission only if it finds, after full consultation with the affected local governments, that the proposed plan for public works is in conformity with certified local coastal programs in jurisdictions affected by the proposed public works." Cal. Pub. Res. Code § 30605. Accordingly, the Coastal Commission must (1) review the PWP in consultation with San Luis Obispo County, and possibly other agencies such as the City of Grover Beach, and (2) ensure the PWP is consistent with all applicable local coastal programs that would be affected.

3. State Parks must revise and update the ODSVRA General Development Plan before it can approve the PWP.

While the NOP admits the PWP must be consistent with the ODSVRA General Development Plan, it fails to mention that the current ODSVRA General Development Plan is 40 years old and woefully inadequate. The existing ODSVRA, both operationally and structurally, bears no resemblance to the description of the park described in the ODSVRA General Plan.

Pursuant to Pub. Res. Code §5002.2 (a)(1): "Following classification or reclassification of a unit by the State Park and Recreation Commission, and prior to the development of any new facilities in any previously classified unit, the department shall prepare a general plan or revise any existing plan for the unit." Accordingly, before State Parks may undertake any of the projects proposed pursuant to the PWP, it must revise the General Plan.

State Parks must revise and update the General Development Plan also because according to the San Luis Obispo County's LCP, State Parks must revise its General Plan to ensure it conforms to the County's LCP. In a published decision, the Second District Court of Appeal

recognized that:

“Standard 4 of the South County—Coastal Area Plan states: ‘The General Development Plan (GDP) *shall be revised in accordance with the Local Coastal Plan*’ but does not say when. (Italics added.) Read in the context of the Coastal Act (§§ 30604, subd. (b); 30519, subd. (a)), standard 4 merely requires that the State Parks General Development Plan be revised before a permit issues for new development.” Sierra Club v. California Dep't of Parks & Recreation (2012) 202 Cal. App. 4th 735, 742–43.

The PWP is clearly the type of project whose approval would trigger State Parks’ obligation to revise and update its General Plan in conformity with the County Local Coastal Plan.

4. Some of the projects proposed by the PWP will be impossible to review without detailed and meticulous protocol-level surveys. For example, the Oso Flaco camping and “improved access” proposal could potentially cause very serious environmental impacts on special-status plants and animals. Accordingly, the EIR’s analysis of the impacts must be informed by protocol-level surveys for all species that could potentially be affected by the Project. Given the sensitivity of the coastal ecosystem and the County LCP and Coastal Act’s strong policies favoring resource protection, State Parks must take great care to identify any Environmentally Sensitive Habitats (ESHA) and other biologically significant habitat that could be affected, either directly or indirectly, by the proposed projects. State Parks must ensure the environmental impacts of any potentially feasible mitigation measures and alternatives to the preferred project are understood and adequately explained.

Sincerely,

Babak Naficy
Babak Naficy, counsel to
Sierra Club

cc. County of San Luis Obispo
California Coastal Commission



Friends of Oceano Dunes (“Friends”) would like to submit this document as part of the Public Works Plan.

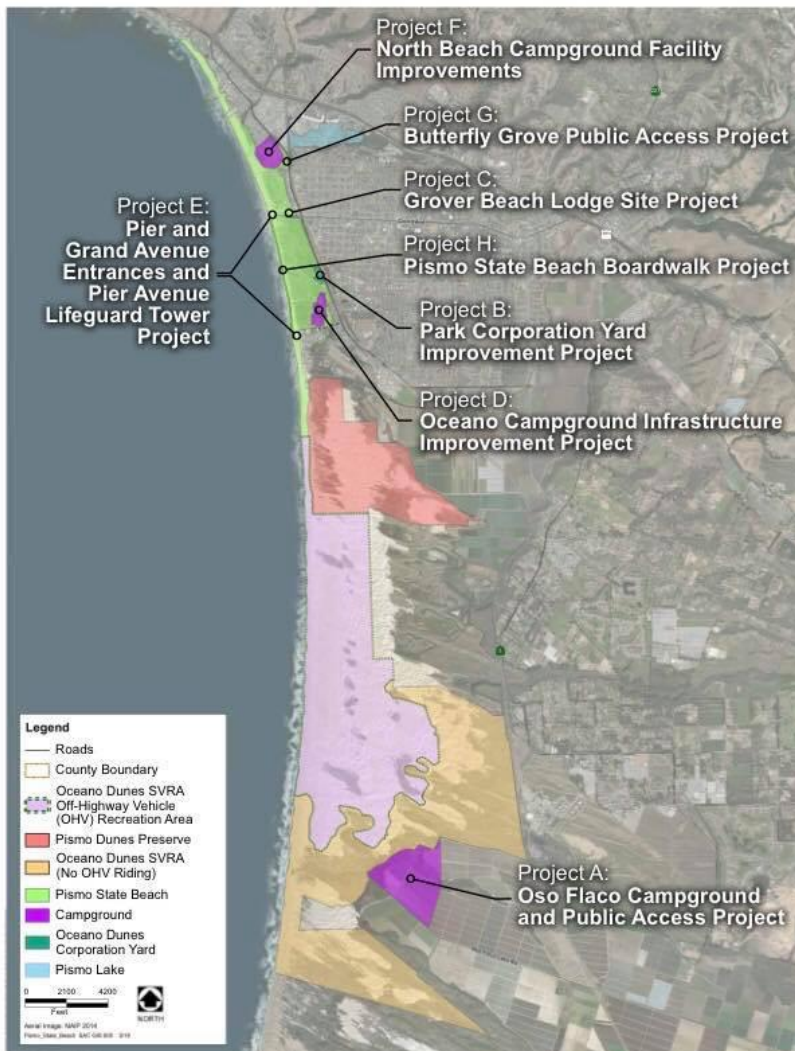
Friends requests the following:

- Establish balanced land use, 50% of the acres for recreation and 50% for other mitigations (buffer, dust, Endangered Species)
- All perimeter fences be returned to the outer most location to provide the most recreational opportunity possible.
- A “No Net Loss” philosophy be embraced. Anytime an acre must be closed, another acre must be opened to offset it. This ensures no net loss of recreational acreage.
- Beach raking and sweeping be reinstated to remove trash and debris.
- Trail systems through the 40 acre parcel by Oso Flaco with a scenic overlook area complete with a picnic table.
- Vegetate sand sheets, not dunes. Please see remaining slides for details.



Pismo State Beach and Oceano Dunes SVRA Public Works Plan

PWP Planning Area and Proposed Improvement Projects



✓ Friends agrees with projects A,B,D,E,F,G,H

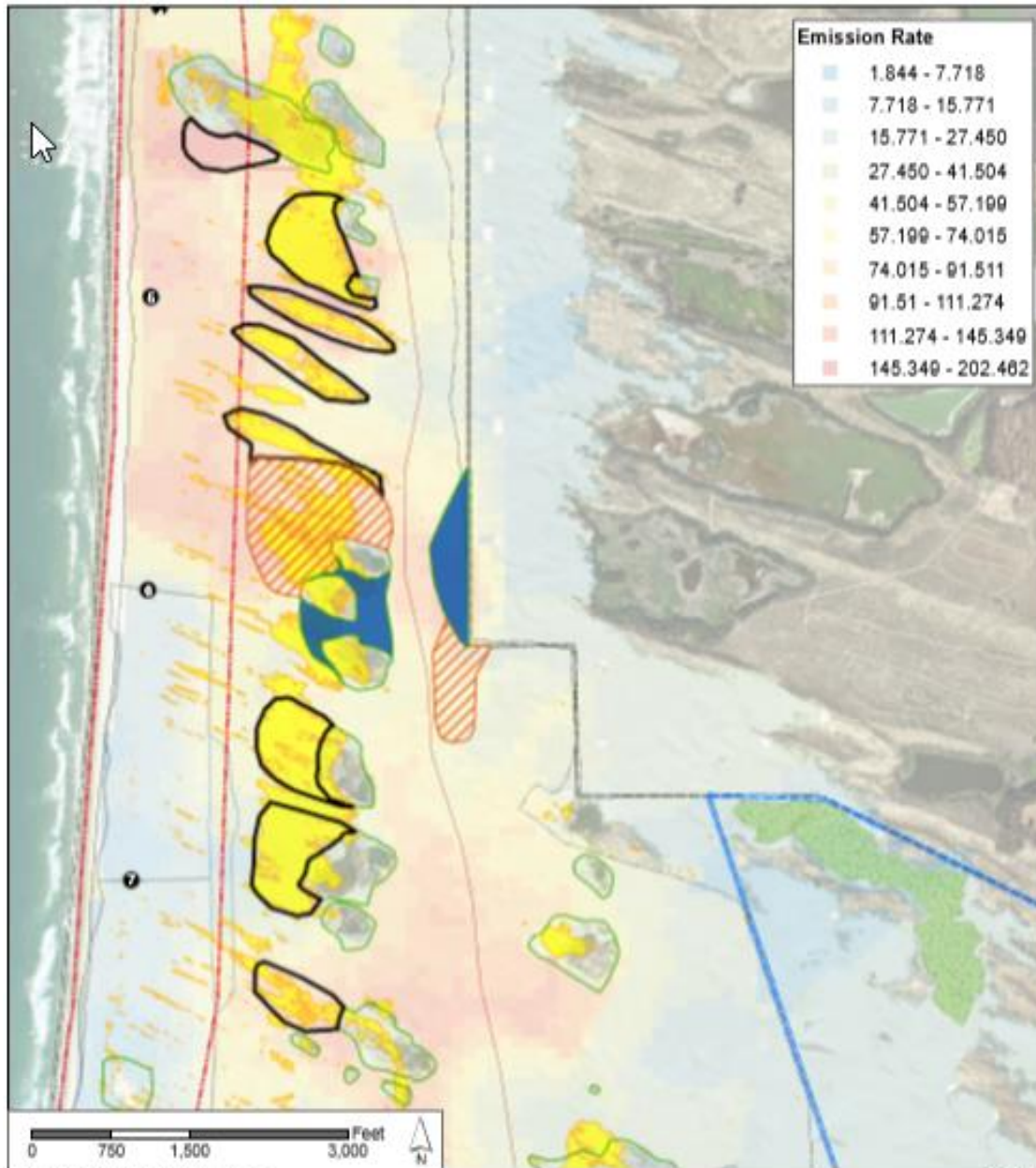
❑ Friends does not agree with the Grover Beach Lodge Project C.

Friends believes this project WILL impact the historic use of the park. (see next slide)



5003.02.1. (a) The Legislature hereby finds and declares that the department and the City of Grover Beach, in a joint project, are in the process of entering into an operating agreement for the purpose of negotiating a concession contract for the development of extensive new facilities at Pismo Beach State Park, and that the standard, 20-year term is insufficient to enable the concessionaire to amortize the type and scale of improvements that the department and the city will require the concessionaire to make. (b) The Legislature further finds and declares that approval of commercial development at Pismo Beach State Park does not provide precedent for commercial development in other units of the state park system and is a one-time exception to Sections 5019.53 and 5080.03 by reason of the following circumstances:

- (1) The general plan for the state park provides for the project.
- (2) The site is located on the perimeter of the state park and adjacent to State Route 1.
- (3) The development will not impact the resources or the public's use of the state park.**
- (4) The land proposed to be developed is suitable for commercial development. (c) Pursuant to subdivision (a) of Section 5080.18, the term of the concession contract entered into by the department and the City of Grover Beach with a concessionaire for the development of new facilities at Pismo Beach State Park may be for a period not to exceed 50 years if the contract also provides that the rent be reviewed and adjusted at least every five years to reflect market rates and economic conditions prevailing in the area in which the concession is located. (d) No contract subject to this section may be advertised for bid, negotiated, renegotiated, or amended in any material respect unless the Legislature reviews and approves the proposed contract in the annual Budget Act.



Friends does not support closing a lot of acreage for vegetating dunes if alternative methods can be used. If vegetating is required, it should only be on sand sheets not dunes.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.

Alternative mitigations like: Tall Netting or Windfence:



HESLY Wind Breaker Mesh Fence System

New solution for power plants and coal mines wind dust contro



New Solution of Wind & Dust Control for Power and Coal Mine Plants

Wind Breaker panels and windbreak wall are the most advanced environmental technology for bulk material wind control and dust pollution control in the large-scale open-air yard, such as coal mine. Installing **windbreak wall** can reduce a range of wind speeds, improve environmental quality. It can create a more favorable environment for people living and production.

Windbreak wall, also known as wind barrier or wind and dust fence, is the use of a certain opening rate perforated metal sheet to reduce wind speed and dust. First, as a steel barrier to prevent dust flying, the second, creating a microenvironment to regulate the air flow, in order to achieve a large yard wind break and dust control technology. The technology is to maximize the consumption of kinetic energy of wind, to reduce the wind speed, to avoid the wind significant vortex, so as to achieve a good effect of dust control and windproof. The integrated windproof and dust control effect of our **windbreak panel wall** is very obvious. Wind and dust comprehensive effect of single layer windbreak wall is up to 65% - 85%.

These Options Reduce
Needed Acreage.

Alternative mitigations like: Shipping Container Fence or Planter



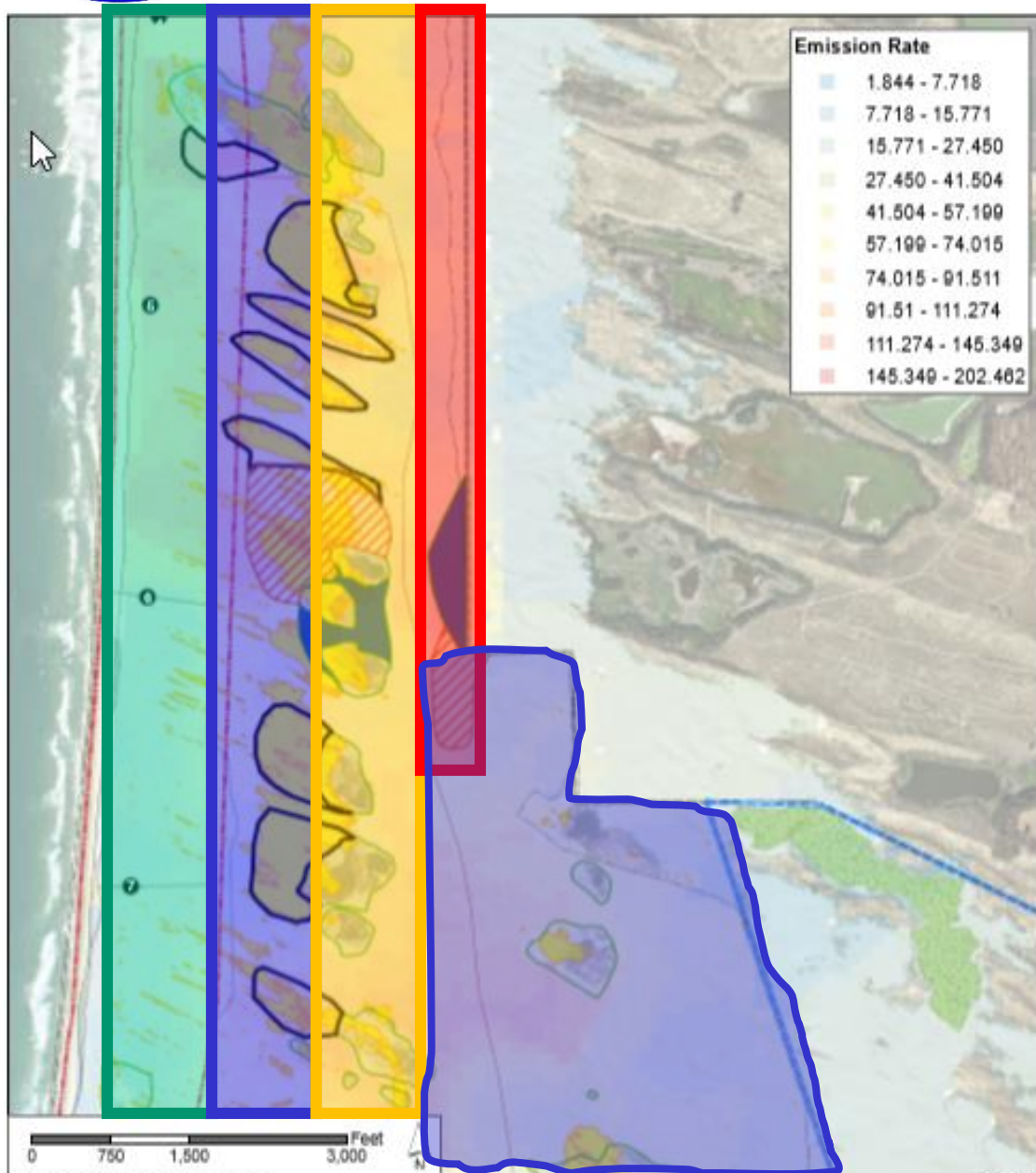
Shipping containers provide temporary flood defences at Dawlish







Trains are once again running into Devon from Waterloo after a day-long line closure when part of an embankment slipped away. Meanwhile shipping containers have been brought in as temporary sea defences in the operation to restore the main line at Dawlish



**These Options Reduce
Needed Acreage.**



Friends has divided up the map by area of use and recommendation.

-  **Critical Camping Area**
-  **Recreational Dunes**
-  **Potential Mitigation Area**
-  **Preferred Mitigation Area**



Friends requires the following areas to not be closed for the following reasons.

This is within the Snowy Plover Critical Habitat

This was not part of the stipulated abatement order and should be removed or used to offset any acreage for additional closure.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.



Friends prefers not vegetating the foredunes as discussed in the abatement order and would prefer mitigating the eastern fence line as highlighted red here.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.

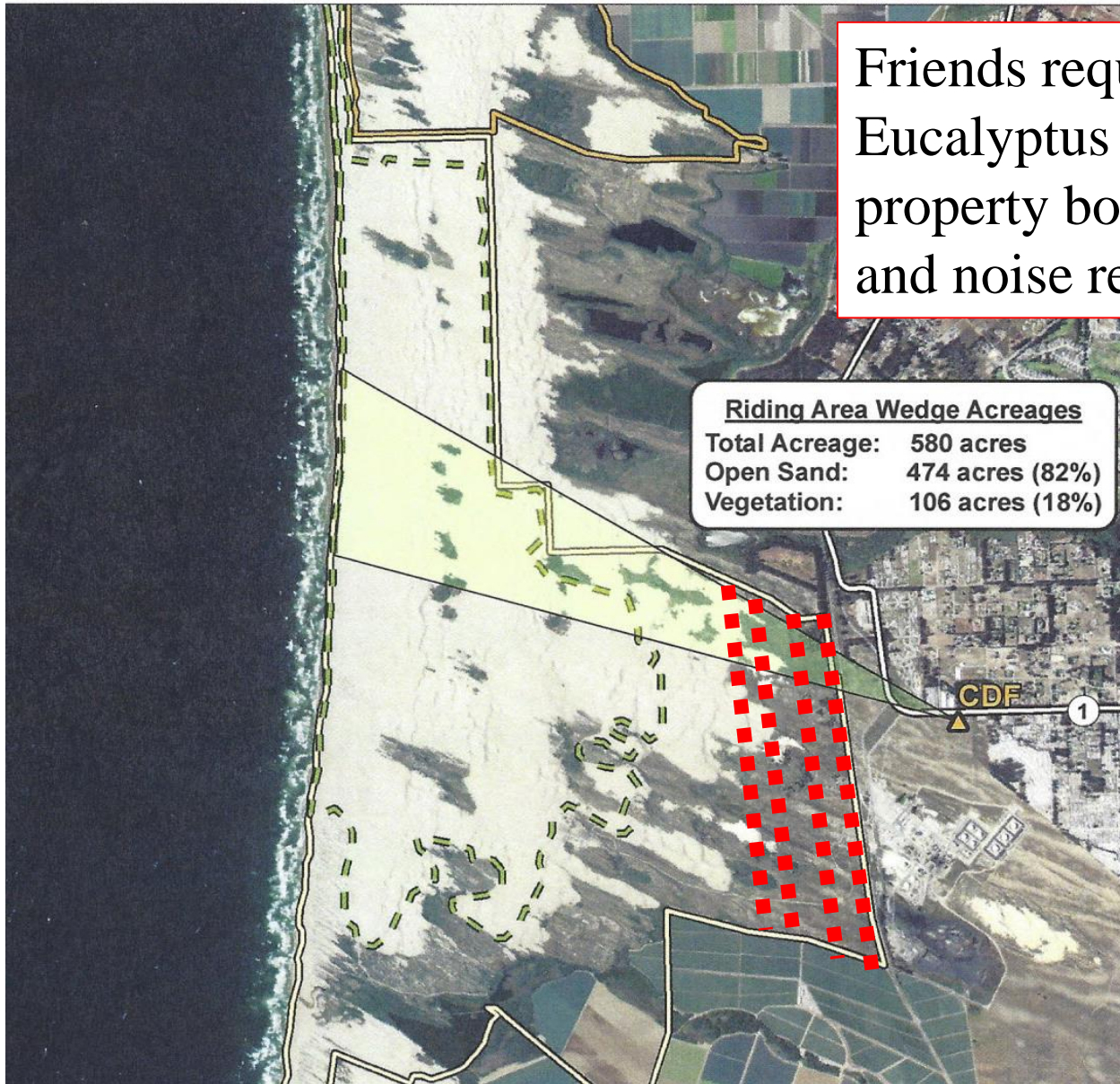


Friends second choice is to move the islands more to the East as shown here.

Make a kids ATV training track here. This would be trails through the vegetation.

Develop trail networks through the vegetation.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.



Friends requests State Parks plant Eucalyptus trees on the Eastern property border to aide in dust and noise reduction.



Maybe develop large planter boxes to start



Friends appreciates the opportunity to provide comments.

The objective of Friends is to ensure continued recreation (per the legislated mandate) at the Oceano Dunes without the continued loss of recreation.

The following slides highlight the legislative mandates.



5090.02. (a) The Legislature finds that off-highway motor vehicles are enjoying an ever-increasing popularity in California and that the indiscriminate and uncontrolled use of those vehicles may have deleterious impact on the environment, wildlife habitats, native wildlife, and native flora. (b) The Legislature hereby declares that effectively managed areas and adequate facilities for the use of off-highway vehicles and conservation and enforcement are essential for ecologically balanced recreation. (c)

Accordingly, it is the intent of the Legislature that:

- (1) Existing off-highway motor vehicle recreational areas, facilities, and opportunities be expanded and be managed in a manner consistent with this chapter, in particular to maintain sustained long-term use.
- (2) New off-highway motor vehicle recreational areas, facilities, and opportunities be provided and managed pursuant to this chapter in a manner that will sustain long-term use.
- (3) When areas or trails or portions thereof cannot be maintained to appropriate established standards for sustained long-term use, they shall be closed to use and repaired, to prevent accelerated erosion. Those areas shall remain closed until they can be managed within the soil loss standard or shall be closed and rehabilitated.
- (4) Prompt and effective implementation of the Off-Highway Motor Vehicle Recreation Program by the Division of Off-Highway Motor Vehicle Recreation shall have an equal priority among other programs in the department.
- (5) Off-highway motor vehicle recreation be managed in accordance with this chapter through financial assistance to local government and joint undertakings with agencies of the United States.



5090.43. (a) State vehicular recreation areas shall be established on lands where there are quality recreational opportunities for off-highway motor vehicles and in accordance with the requirements of Section 5090.35. **Areas shall be developed, managed, and operated for the purpose of making the fullest public use of the outdoor recreational opportunities present. The natural and cultural elements of the environment may be managed or modified to enhance the recreational experience consistent with the requirements of Section 5090.35.**

(b) Lands for state vehicular recreation areas shall be selected for acquisition **so as to minimize the need for establishing sensitive areas.**

(c) After January 1, 1988, no new cultural or natural preserves or state wildernesses shall be established within state vehicular recreation areas. To protect natural and cultural values, sensitive areas within state vehicular recreation areas may be designated by the division if the Off-Highway Motor Vehicle Recreation Commission holds a public hearing and makes a recommendation therefor. These sensitive areas shall be managed by the division in accordance with Sections 5019.71 and 5019.74, which define the purpose and management of natural and cultural preserves.



30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.



5019.53. State parks consist of relatively spacious areas of outstanding scenic or natural character, oftentimes also containing significant historical, archaeological, ecological, geological, or other similar values. The purpose of state parks shall be to preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora, and the most significant examples of ecological regions of California, such as the Sierra Nevada, northeast volcanic, great valley, coastal strip, Klamath-Siskiyou Mountains, southwest mountains and valleys, redwoods, foothills and low coastal mountains, and desert and desert mountains. Each state park shall be managed as a composite whole in order to restore, protect, and maintain its native environmental complexes to the extent compatible with the primary purpose for which the park was established. Improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations. Improvements may be undertaken to provide for recreational activities including, but not limited to, camping, picnicking, sightseeing, nature study, hiking, and horseback riding, so long as those improvements involve no major modification of lands, forests, or waters. Improvements that do not directly enhance the public's enjoyment of the natural, scenic, cultural, or ecological values of the resource, which are attractions in themselves, or which are otherwise available to the public within a reasonable distance outside the park, shall not be undertaken within state parks. State parks may be established in the terrestrial or non marine aquatic (lake or stream) environments of the state.



Oceano Dunes <info@oceanodunespwp.com>

RE: ODSVRA

From: Lucia Casalnuovo <luciagalore@gmail.com>
Sent: Friday, May 18, 2018 1:47 AM
To: PWPinfo@Parks <PWPinfo@parks.ca.gov>
Subject: Re: ODSVRA

Thank you!!!!

i will not be there because i am in Italy, visiting my family

here are my suggestions

Thank you

We don't need to shut down the offroad park on Oceano Dunes. We simply need to stop fighting and reach a compromise. Many parties are involved, and each needs to win something: off roaders, Mesa residents, endangered species in the creek, Oceano residents, and Chumash sacred sites. Health needs come first and need to be met fully. I suggest fencing off the greatest source of PM10 (La Grande Tract) during wind season. The creek should not be crossed by vehicles to save the endangered species. At the end of Pier Avenue cars should only turn north. The beach between Grand Avenue and Pier Avenue can be used for day use only. This way Oceano residents get their small piece of safe vehicle-free beach south of Pier Avenue and a more livable downtown. Day use cars should not return through Pier Avenue to avoid tracking out sand and creating PM10. Day use cars should exit through the Oceano campground. Parks already has a road in place there, wide and in excellent conditions, through the foredunes onto the beach! This entrance could be used in alternative to Pier Avenue. Chumash sites must be fenced off and rigorously protected. Off roaders will need a new southern entrance. Since there is a smaller area to ride in, there should be a smaller number of visitors allowed. As with all other parks in the nation, the use of the park has to be monitored to adjust the number of visitors to its capacity.



Oceano Dunes <info@oceanoduneswp.com>

Air Quality Standards Must Be Met

1 message

Joan Rice <joanadriennrice@gmail.com>
To: info@oceanoduneswp.com

Mon, May 21, 2018 at 5:29 PM

Dear Members of the Coastal Commission, PLEASE hold the State Parks Division that controls the Oceano Dunes Vehicular Traffic to the California Air Quality Requirements. The air quality on the Nipomo Mesa has registered among the worst in California and the nation. Doctor's have testified to the harmful effects of silica on lung health. I believe that there are reasonable solutions for all: The build-up of dunes near the edge of the ocean and vegetative areas that are both blocked to vehicular traffic. State Parks claim that they need money to pay for the special seeds and manpower. A logical way to receive this money is to charge a \$10 admission fee in line with other state park admission fees. Please help keep our air healthy so we feel we can breathe deeply and keep our lungs healthy. I have many lung nodules impeding my breathing. The doctor I saw at Mayo Clinic in Rochester, Minnesota thought my lung inflammation could very well be caused by breathing in silica. Please help us by forcing the State Parks to comply with air quality standards. Respectfully Submitted,
Joan Rice, RN
Cypress Ridge Resident
Arroyo Grande, CA 93420



Oceano Dunes <info@oceanodunespwp.com>

(no subject)

1 message

Trisha Marsh <trishamarsh31@gmail.com>
To: info@oceanodunespwp.com

Thu, May 24, 2018 at 11:15 AM

My name is Patricia Marsh r family loves go but it's extremely hard these past 6 years to go anymore we have a 6 year old son that is disabled he has severe cerebral palsy and it is hard for us to go and take him with his wheelchair and stuff he can't you know go in the sand and things like that and he loves the ocean I really wish you guys would think about it and taking consideration with a handicapped and disabled and maybe look into getting the wheelchairs that are made for the sand and that way you know they are table we're all able to go again thank you



Oceano Dunes <info@oceanoduneswp.com>

PWP for Oceano Dunes pre-meeting comments & suggestions

1 message

Walter Cerny <wceng@sbcglobal.net>

Wed, May 30, 2018 at 12:53 PM

Reply-To: Walter Cerny <wceng@sbcglobal.net>

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Dear Oceano Dunes PWP,

First off thanks so much for given us in the community to email comments to you all! Secondly I have to say that I'm a local that wants the park to remain open to visitors for the activities it currently allows. I don't really know exactly all you guys will be covering in your scope of review. But I'm aware of the debate over the particulate matter & have some ideas there that could help your side. I also have some suggestions that could improve the park & even help with some of its environmental issues. I've broken my comments & solutions in two. The first addressing particulate matter issues and the 2nd address matters that frustrate a lot of us locals that love to use the beach at Oceano Dunes.

Particulate Matter Testing And Debate:

I get there is a ton of debate if this is a reality and/or even caused by the 4 wheel activity of the dunes. As an engineer I know the problem with testing is that numbers can be twisted to accommodate both sides of the coin. So here are a few recommendations I'd suggest that be brought up to those doing the testing and insist that they do.

- 1) Control groups need to be set up. IE do the same testing down at Guadalupe, Pismo, Grover, Arroyo Grande or maybe even Morro Bay. The beach will always kick up sand to any town near by. I've lived near beaches in two states and this is nothing uncommon. This may prove that it's the beach, and NOT 4 wheel activities causing the issue. One can clearly see on windy days the sand blowing off the beach from Pismo to Point Sal.
- 2) Testing MUST be done to confirm that it's not the near by agriculture fields producing the matter that is irritating people. On any given windy day one driving through Santa Maria can easily see the tons of top soil blowing across the valley. The valley (Fresno, Modesto & etc) has large issues with AG top soil causing respiratory problems.
- 3) Historical data should be brought up for two reasons :
 - a) The winds in our area over the last 7 to 10 years have been uncharacteristically out of the WNW for longer times of the year than normal. Living here since the 80's one knew that these wind usually only occurred from March to May. BUT they have been blowing through Fall & Winter and even into Summer.
 - b) We have had a drought for about the same 7 to 10 years now. Anyone who has spent times in the dunes themselves knows how much the rain will "pack" the sand. I'd bet a lot of the particulate matter would find it's way to the bottom of the sand dunes if we'd have had the normal rains of the 80's & 90's. It might be wise to do some testing of how particulate matter travels through sand.
- 4) Some solutions to the particulate matter issue could be:
 - a) Increase park fees by double so that the number of entrants may lower or even halve. If it doesn't lower park use, then reinvest that "extra" money into re-planting

areas of the park.

- b) Decrease the allowable number of off road vehicles (those going in the dunes) during the months of March to May when winds are the highest and most likely to blow any sands up towards Nipomo.
- c) Measures could also be added to item 4b that if onshore winds hit certain levels that off-roading in the dunes would be stopped or lessened.
- d) The owners of the Trilogy development ought to be responsible for the problem they in essence created. This could be done by requiring them to buy the equal amount of land across the street from the development in which they could plant the equal amount of Eucalyptus trees that they removed that were both a wind break and a filter for the sand.
- e) If the owners of the land across from Trilogy don't want to sell then maybe the state can "sell" or come up with an agreement to plant the area of the existing dunes closest to the Nipomo side with an equal amount of Eucalyptus trees as once existed.
- f) The owners of Trilogy ought to be required to add vegetation or landscaping to all the dunes and surrounding their own development to ensure the winds aren't blowing their own sand into their homes.

Current Park Issues Forseen & Solutions:

- 1) It seems the last few years the campers have decided to camp closer and closer and now even on or into the high tide line. This is becoming a dangerous problem. Kids now dart out from campers that are only feet away from what is the busy "road". It wouldn't be surprising to see more incidents arise from this due to cars speeding or even emergency vehicles driving fast along the beach. The solution to this is actually a very easy one. There is no reason why it can't become a law, policy or order that all overnight camp sites must be set up behind an invisible line delineated by the existing Poles down there. Another option would be to make it 100 yards above the high tide line. But I think the Poles are clearly there and not hard to follow.
- 2) Litter seems to becoming more and more common place along the campsites after the beach has been vacated. It would be nice to see more trash receptacles for the campers, more tickets given to those leaving their rubbish behind and the same amount of focus on policing of the trash as there is for the speeding.
- 3) The "police tape" around campsites has gotten out of hand. It makes no sense. I think ALL campers should be allowed only so much land to mark off as "their own". I've never been camping and been able to commandeer the campsite next to me. If people want more "land" then they should be paying more. The solution here would be to tell campers they have a right to "X" amount of land say a 50' x 50' zone around there camper maximum. I've had to drive through countless numbers of tape on busy weekends to even make any driving progress at high tide. But if 1 under this topic was enforced this may be a moot point.
- 4) Lastly I have a suggestion for the area fenced off from March 1st to September 30th for the plover area south of Pole 6. I think if the fenced area was left in place and beach access was allowed (meaning driving & fishing along the west side of the fenced area) most of us would have no problem with this and it would save the state the money of putting the fence up and down every year. Yet! We would all object if this area was closed off permanently for beach access as many of us surfers and fishermen know that the area between Pole 6 & 8 is good for both of those hobbies.

Thanks so much for your time. I do hope you find the time to read all these items and let them sink in. I hope to help not hinder what the future of Oceano Dunes is.

Sincerely,
Walter Cerny



Virus-free. www.avg.com



Oceano Dunes <info@oceanoduneswp.com>

SVRA 's in State Beaches

1 message

Otilia Costa <serraluz71@gmail.com>
To: info@oceanoduneswp.com

Wed, May 30, 2018 at 4:15 PM

Please remove all SVRA's and autos from the Oceano State Beach. Not only are these vehicles destroying the beach, but these vehicles are lifting from the base of the beach dust particles that are harmful to our health.

We need to be good stewards of our beaches so that these beaches may remain as pristine and as beautiful as these are meant to be.



Oceano Dunes <info@oceanodunespwp.com>

Long range use of Oceano Dunes

1 message

Peggee Davis <peggee@mac.com>
To: info@oceanodunespwp.com

Wed, May 30, 2018 at 10:03 AM

I would like to suggest that the SVRA designation be removed so that others can enjoy the beach area. If it were for camping and even driving at least residents could access it.

I would like to register my support for protecting the dunes as a natural resource and protecting the habitat.

Thank you for allowing my input.

Peggee Davis



Oceano Dunes <info@oceanoduneswp.com>

public comment

1 message

sgdayton28 <sgdayton28@gmail.com>

Wed, May 30, 2018 at 8:30 PM

To: info@oceanoduneswp.com

my name is Steve Dayton ...i own 3 commercial properties in the grover beach and oceano area ...im concerned any effort to move the entrance to the beach away from the current location will adversely effect our property values....rents will fall simple because other business cant generate the revenue of those bussinesses who serve the visitors of the oceano dunes....all the new restraunts, gas stations and other business along grand avenue rely on those visitors...and this is also the reason you do not see any of these businesses in quadalupe....is there one major grocery store in quadalupe?...thanks for your time.....Steve Dayton

Sent from my Verizon, Samsung Galaxy smartphone



Oceano Dunes <info@oceanodunespwp.com>

Oceano SRVA PWP

1 message

John Phipps <phipps.johnq@gmail.com>
To: info@oceanodunespwp.com

Wed, May 30, 2018 at 2:26 PM

Dear Sirs:

The California CEQA requires you to have public meeting at locations that are going to be affected by the CEQA. Neither Arroyo Grande or Fresno will be affect by environmental impacts of your PWP. The Phillips 66 rail-spur project made the same mistakes, and did not inform the local population of the project, thinking that if no one knew then no one would object. Your program will be rejected and challenged in court if no meetings are held in Oceano and Guadalupe.

Thanks,
John Phipps



Oceano Dunes <info@oceanodunespwp.com>

Future of Oceano Dunes

1 message

Rosemary Remacle <rosemary@rosemaryremacle.com>
To: info@oceanodunespwp.com

Wed, May 30, 2018 at 11:00 AM

To Whom it may concern:

The fate of the dunes and the quality of life of the citizens and workforces of Oceano, Grover Beach and the Nipomo Mesa are what is at stake in these discussions. I know the off-roaders like to think that their "right to recreate" supercedes the "rights" of the local citizens and workforce to the highest quality of life possible, but that argument is just morally wrong. The claimed "rights" of a few to recreate should not supersede the "rights" of the many to the highest quality of life possible.

As a citizen of the Nipomo Mesa Here are some ideas I'd like to see considered. Some are a bit at odds with others, I understand. But the most important thing to me is that the current mess on the beach and in the dunes, particularly on weekends and in the summer months, be put under controls for the safety of the park patrons, local citizens and our precious environment. This current mess on the beach and in the dunes could be significantly impacted by some combination of the following:

- A beach without vehicles for Oceano...the only CA coastal city/town without one. Another space for families and friends to play and picnic safely along the beautiful California Coast.
- Defined campsites, like other State Beach Parks. Make the SVRA a State Beach Park.
- Protection of the natural resources...the dunes, flora and fauna.
- Extension of the boardwalk above the dunes south from Pismo Beach (Grande Ave.) to Oceano (Pier Ave) a la Moonstone Beach in Cambria.
- Strict limitations on the size of the ATV's, trailers, RVs, etc. brought to the beach where/if allowed.

As far as I am aware, there is no public tracking of the number and nature of injuries caused by the ATV riders and campers. I have only heard (anecdotally) from doctors and nurses at AG hospital that their trauma center is busy from Friday thru Sunday with people who have been hurt or injured in a variety of ways in the SVRA. It might be interesting to look at some of those statistics as an insight to some of the changes that are needed.

Also, it would be interesting to know (factually, from independent research, NOT by the State Parks) from whence the current set of SVRA denizens come. Anecdotal "evidence" is that a preponderance of them are not locals. How much nicer it would be, on many fronts, if the out-of-towners were hikers, campers and picnickers, rather than ATV'ers.

I am sure there are many other ideas being put forth for consideration. My only hope is that we come out of this process with a noticeable change for the better for the Oceano Dunes and the surrounding area.

Best,
Rosemary Remacle
1091 Danni Court
Nipomo, CA 93444



Oceano Dunes <info@oceanodunespwp.com>

Air quality

1 message

Shay Sayre <shaysie1942@gmail.com>
To: info@oceanodunespwp.com

Wed, May 30, 2018 at 9:47 AM

I live on the mesa in Nipomo and, because of the particulates in the air, have incurred problems with my lungs. While I don't object to sports, I am concerned that a continuation of ATV traffic on the dunes will further exacerbate the health of myself and my neighbors.

I ask that you weigh the balance between recreation for a few and the health of many residents.

Activity restricted to weekends would help considerably in the reduction of harmful silica particles that blow onto the mesa residential communities.

Thanks for your consideration.

Shay Sayre
1407 Trail View Place
Nipomo CA 93444

Sent from Shay's iPad



Oceano Dunes <info@oceanodunespwp.com>

Comments on PWP for Oceano Dunes

1 message

Yvonne Williams <williams.yvonne.e@verizon.net>
To: info@oceanodunespwp.com

Wed, May 30, 2018 at 12:30 PM

I am writing to submit comments on development of a Public Works Plan for the Oceano Dunes SVRA.

First I would like to reference a recent Economic Impact study conducted by State Parks. Visitors to the ODSVRA were asked to respond to a post-visit survey. One of the questions asked visitors to rank activities they enjoy when visiting the dunes. Not surprising that OHV riding topped the list at 62%. But please note the #4 most popular activity in the ranking, by 54% of the respondents, was walking/jogging on the beach. All the attention seems to be directed towards OHV riding when in fact there are many county residents and visitors alike who enjoy beach walks. Please don't lose sight of all the non-riding activities enjoyed here as you formulate the plan.

You asked how we use the park. As a full-time local resident of Nipomo, I regularly access the dunes via the Oso Flacco entrance. I park at the Ranger Station and walk the path across the lake and on to the beach. My family has been enjoying this walk for several years now. We would like to request caution before making any recommendations to open the Oso Flacco pedestrian path to vehicles, particularly OHVs, for safety reasons.

The access road off Highway 1 is a dirt road, very narrow, with deep drainage ditches on both sides because it traverses through agricultural fields. There is a Union Pacific mainline train crossing on the road with regular daily train activity. There is little warning of a steep rise in the road as you approach the crossing, and poor visibility of the tracks in the Northern direction due to rail cars parked on the siding there. We've seen several vehicle accidents in recent years on that road, at least one that resulted in a fatality when the vehicle became airborne at the railroad crossing due to a high rate of speed.

If pedestrians and OHVs are proposed to share the beach access road to Oso Flacco there needs to be a clear separation of the walking path and any path to be opened to motorized vehicles. We never attempt to walk on the beach at the current OHV entrance on Grand Ave. as it is just too dangerous. Pedestrians and motorized vehicles don't mix well.

Most importantly we urge you to work closely with the SLO County APCD before putting forth any proposals to relocate the main OHV entrance to the Southern area of the county. In particular please ensure the plan does not shift the ongoing, significant air pollution problem from the areas currently impacted on the Nipomo Mesa further South into Guadalupe and Santa Maria. Communities downwind of the proposed new entrance may be just as significantly impacted as the Nipomo Mesa is today. This needs careful study of prevailing wind direction and predictions as to where the dust plume will likely travel from any proposed new entrance.

Last I would like to comment on the desires of OHV enthusiasts to expand the riding areas and reduce the areas currently set aside for Snowy Plover nesting. The Ocean Dunes State Park is currently the only park in California that allows motorized vehicle riding on the beach. We should question how many OHV riders, when engaging in their sport, are actually paying attention to their location or the close proximity to the beach? I suggest this because there are a number of other OHV parks available in the state to those who enjoy this sport. When we listen to riders' passionate public comments it would seem that if Oceano Dunes riding areas are reduced in any way in an attempt to mitigate the serious air pollution problems their freedom and way of life as they know it is threatened. Not true. They are free to engage in their sport at any of the other locations currently offered. Their sport is in no way limited to take place only within the sensitive Coastal Zone.

Thank you for your attention and for considering public comments. We look forward to the next scheduled meeting in our area.

Yvonne Williams

Nipomo, CA



Oceano Dunes <info@oceanoduneswp.com>

New Public Works Plan for Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area

1 message

JOSEPH BRISKEY <jbriskey@icloud.com>
To: info@oceanoduneswp.com
Cc: Cher Briskey <cheribriskey@icloud.com>

Thu, May 31, 2018 at 2:34 PM

Following are our comments concerning the new Public Works Plan under consideration for Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area as of May 31, 2018.

The top priority for these areas should be to protect and enhance the existing natural resources. Absolutely no expansion of off-road vehicle access should be permitted. A proposal for a new camping area at Oso Flaco Lake together with a southern entrance for access are awful ideas. The area reserved for the snowy plover and Least tern nesting areas must be expanded to protect these beautiful creatures.

The last thing California needs is more people riding around and destroying our declining natural resources for fun.

Joseph and Cheri Briskey
[1425 Trail View Place](#)
[Nipomo, CA 93444](#)



Oceano Dunes <info@oceanodunespwp.com>

Suggestions for the Oceano State Park and Beach

1 message

Ed Harris <movieln2@gmail.com>

Thu, May 31, 2018 at 6:55 AM

To: info@oceanodunespwp.com

It would be GREAT if State Parks would "walk the walk" of it's mission statement at the Oceano State Park. The mission: "To provide for the health, inspiration and education of the people of California by helping to PRESERVE the state's extraordinary biological diversity, protecting its most-valued natural & cultural resources,..."

The only enjoyable hiking that can be done at the Oceano State Beach is from Grover Beach north to Pismo where cars are not allowed to drive on the beach. No one wants to hike on the dunes because the sand dune buggies might run you over or more likely you get choked from the dust of the spewing sand. That is not providing for the health and inspiration of the dunes. The dunes are denuded of vegetation and no fun to explore because of sand dune buggy traffic. That is not preserving the state's extraordinary biological diversity or protecting our most-valued natural & cultural resources.

I would want what most people want which is to enjoy the beach and the dunes without having to avoid off-road vehicles screaming their engines at high pitches, crushing sand and spewing it into the air.

I would be in favor of still allowing people to drive on the beach and camp.

However, destroying the dune's vegetation in the name of recreation is cave man recreation. We no longer allow people to smoke on planes. We no longer allow chemical plants to dump their waste in streams. We no longer allow power plants to belch unmitigated emissions in the air.

It's time the State Parks evolve to preserving and protecting our extraordinary biological diversity and eliminate Off-road vehicles on the dunes. Then we could have a State Park everyone could enjoy! The dunes could then live up to the State Park's mission of providing recreation, education and inspiration.

Ed Harris
movieln2@gmail.com



Oceano Dunes <info@oceanoduneswp.com>

Save the Dunes

1 message

Anthony Russo <ARusso@h2oengineering.com>
To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>
Cc: "jrusso991@charter.net" <jrusso991@charter.net>

Thu, May 31, 2018 at 9:24 PM

To Whom It May Concern:

I am a 25 year central coast native that currently resides in Cayucos and commute to San Luis for work. I am voicing my concern to preserve our access to the dunes. The dunes play a part in my family's history as my father was a park ranger for several years in the late 80s.

I think there are compromises that could be made.

- Enforcing the litter / trash problem would be beneficial to the state financially and environmentally, specifically the caution tape usage that is obnoxious and ends up either in the trash pile or in the ocean.

-Lower the amount of visitors to 50-75% and charge more?

I'd like my opinion to be heard as I work Monday through Friday as a field service technician and cannot physically make these meetings. I could come up with more solutions but I am just getting off a 13 hour shift and didn't want to too much time writing a formal letter. Please do not close the dunes. Make a compromise if necessary, but don't shut it down.

Anthony Russo
Field Service Technician
H₂O Engineering, Inc.
M: 805.234.8111
arusso@h2oengineering.com
www.h2oengineering.com



Oceano Dunes <info@oceanodunespwp.com>

Comments for the Public Works Plan for Pismo State Park and Oceano Dunes SVRA

1 message

rachelle toti <rachelletoti@gmail.com>
To: info@oceanodunespwp.com

Thu, May 31, 2018 at 12:23 PM

Thank you for the opportunity to provide input into the redesign and visitor experience at these two parks. I am going to divide my comments into three parts 1) planning issues 2) facilities suggestions and ODSVRA specific suggestions.

Planning Issues

As you may be aware, the Pismo State Beach and ODSVRA are in identified Environmentally Sensitive Habitat Area (ESHA) therefore plans must include ways to protect the ESHA and minimize destruction of the natural resources.

Another planning issue is a portion of the dunes south of the Pismo Dune Preserve was identified as "non-riding, buffer area" in the LCP many years ago. See attached map. Any plans for the redesign should be in compliance with the LCP and this designation. The area designated as non-riding is known as the La Grande tract. It is primarily owned by the County of San Luis Obispo, and has been used as "riding area" by the OHV park management. I am sure a number of non-riding activities could take place in this area such as camping, hiking, bird watching, horseback riding, etc.

The Arroyo Grande Creek connects with the ocean usually in the spring when there has been sufficient rain. This creek is home to two threatened species the tidewater goby and the steelhead trout. The public should not drive through the creek when it is high enough for the fish to be present. NOAA has provided guidelines to State Parks on what to do in these cases. Their recommendations should be incorporated into the park design and operation.

Facilities Suggestions

1. Oceano residents need a beach area without vehicles driving through. This would probably be south of the Pier Ave. entrance. Residents have also asked that Pier Ave. not be an entrance any longer.
2. Add more camping areas perhaps off of 22nd street near the stables and in other areas not necessarily in these two parks which are over used as it is.
3. Designate two horse trailering locations, one north and one south.
4. Incorporate the bicycle path to the beach which is part of the Oceano revitalization plan.
5. Create a children's play area on the beach near Pier Ave, with swings and slide, etc.
6. Build a water feature, like a fountain, pool, wading pool, etc. which would be heated and mainly for infants and small children who get cold easily in the ocean. Look at the Seaside Lagoon in Redondo Beach for ideas.
7. Add more off beach parking. Some of the driving and parking on the beach can be avoided, by offsite parking. Right now, the beach is the parking lot.
8. Build a raised boardwalk between Grande Ave and Pier Ave, connecting to the one that already exists north of Grande Ave.
9. Birds of all kinds are a feature of this area. Build birding platforms and displays with the photos and names of the birds found in the area. These platforms could extend from the #8 boardwalks. Florida has a "Bird Trail" for birders.
10. Just south of the Pismo Dune Preserve is a shell midden. There are at least three of these middens in the ODSVRA. They are mounds of clam shells left by the Chumash hundreds of years ago. A raised platform extending from the Dune Preserve would help people to view the midden, which is surrounded by fencing. A display, describing the Chumash way of life, the years they were living here, etc. would also be great. Also guided tours to the other middens would be fun. Look at the Calusa Shell Mound Trail in the Ding Darling Nature Preserve on Sanibel Island for ideas.
11. Implement a free shuttle service to bring people from farther away parking areas, to the beach, and along the beach to where they want to sit or sunbathe.
12. Use the land State Parks owns at Oso Flaco Lake for day use visitors and tent camping or small rv's. The road to this site is too narrow to allow large RV's.
13. Create a bridge over the ESHA from the camping area to the southernmost tip of the riding area so off highway vehicles can access the dunes. Not for street legal vehicles, trucks, hummers, or other heavy

vehicles.

ODSVRA Specific Suggestions

1. Install round metal fire pits for each camping site. This will contain the size of the bonfires and also show where the camp sites are. Number them and use those numbers for reservations.
2. Organize the camper's perpendicular to the shoreline, this will allow more campers to fit in the limited space.
3. Prohibit the use of "caution" tape or roping off of any kind around the campers. This is a public beach. Restricting public access is prohibited.
4. Designate two driving lanes, one going north and one south, use signage, and enforce. Currently, a driver can be confronted by 4 or 5 on coming vehicles driving side by side going north or south. This takes up the available shoreline space for walking, fishing, building sand castles, etc. Also makes it more dangerous for children going from their camp site to the ocean, crossing four lanes of traffic.
5. When people are present on the beach, the driving speed should be reduced to 5 mph as is done on the East coast.
6. Reduce the intensity of use on the beach and dunes by accurately counting the numbers of vehicles and adhering to the limits set by the Coastal Permit.
7. Discontinue night riding. This is unsafe, disturbs campers and disturbs the wildlife that need to rest at night.
8. Leave the Snowy Plover and Least Tern enclosure fencing up year around. This would create a natural environment for the birds and eliminate the need to bring in wood chips and insects every year, to replace that which is destroyed by vehicles traffic. It is possible that some chicks are not surviving to fledge because there is not enough food available.
9. Discontinue all large events as recommended by the U.S. Fish and Wildlife letter in 2016.
10. Discontinue drag racing and all types of racing and jumping of vehicles in the dunes. This is ESHA and should be treated as such.

I hope you use these suggestions to create much better parks for residents, for visitors and wildlife.

Rachelle Toti

2 attachments

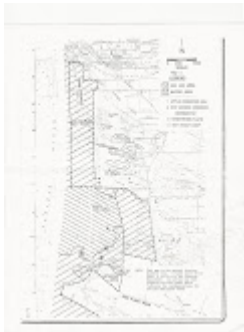


Fig 4 map.jpg
819K

 **ESHA Map.pdf**
2409K



Oceano Dunes <info@oceanoduneswp.com>

My family loves to ride1 message

James Folkrod <jfolkrod@me.com>
To: info@oceanoduneswp.com

Fri, Jun 1, 2018 at 9:01 AM

To whom it my concern,

Just want to let you know that as a local resident near the Oceano dunes, I support all ideas to further enhance off-road riding in the dunes as well as use any surrounding dirt areas for a local motocross track facility that is suited for all ages and abilities. I grew up riding with my family and now regularly camp and ride with my 3 kids (14, 11, 10).

Have a great day and thank you for reading my comments.

Jim Folkrod



Oceano Dunes <info@oceanoduneswp.com>

Motocross track

1 message

Derrik Rendon <derrikrendon74@gmail.com>

Sun, Jun 3, 2018 at 7:46 PM

To: "info@oceanoduneswp.com" <info@oceanoduneswp.com>

My kids and I ride on our property for now, but would love to be able to ride on a full size track close to home



Oceano Dunes <info@oceanodunespwp.com>

The public works plan for the Oceano dunes

1 message

Linda Reynolds <lreynolds151@gmail.com>
To: info@oceanodunespwp.com

Sun, Jun 3, 2018 at 5:38 PM

In the last month those of us on the Mesa still are suffering from some of the worst air days in the nation.

That issue needs to be front and center to anything done to the Dunes area.

1. Moving the entrance south is just a stall tactic and a waste of tax payers money. That would take years of commission hearings, planning and at a high tax payer expense.

Plus, all you would be doing is moving the problem south to a working community full of

young families. Who is going to fight for them? The road going to Oso Flaco would have to be totally reconstructed

at a cost of millions. Not to mention the negative effect on farm workers and agricultural business.

The traffic would be a mess along highway one.

There was talk of going in on the Philips 66 property. Not going to happen for all the obvious reasons.

2. Put restricted hours on the OHV park. Last night we could hear them at 1130, no telling how long they were out there

riding. Now, is that really all that safe? Isn't safety a concern for State Parks?

3. Turn the dunes area into a consumer friendly environment for all users. Make it safe. Possibly follow the Pismo Beach

model. A board walk, a safe environment for all. Obviously, this has not hurt the economics of Pismo.

4. It may be necessary to protect the natural resources by keeping the dunes area for camping only. This will actually

open the area up for more people who cannot afford the expensive equipment and vehicles used in OHVing.

Many people can afford and enjoy the family experience of camping.

As the park stands now, it is a play area for out of area folks. Why not make it safe and appealing for the residents

of the county. At several of the meetings the OHV users admit the big use for them is on weekends. Let's make it

appealing to the local residents as well as the tourists. Tourists who come in just for the wk end and are not into OHVing

do not venue into that park. Let's make it appealing to more tourists, just as Pismo, Morro Bay, Los Osos etc are.

Linda Reynolds

6/27/2018

Oceano Dunes PWP Mail - The public works plan for the Oceano dunes

resident of South San Luis Obispo county



Oceano Dunes <info@oceanoduneswp.com>

Expansion

1 message

SUNDANCE SOLAR <sundancesolar@comcast.net>
Reply-To: SUNDANCE SOLAR <sundancesolar@comcast.net>
To: info@oceanoduneswp.com

Mon, Jun 4, 2018 at 8:46 AM

As more & more land is being closed off for recreation and developed, any new areas or expansion of existing areas is absolutely crucial. PLEASE increase Oceano Dunes to it's maximum size & potential.

Thank you,

Mike Dalrymple



Oceano Dunes <info@oceanodunespwp.com>

(no subject)

1 message

Matt Reed <mreed@reedsheating.com>
To: info@oceanodunespwp.com

Mon, Jun 4, 2018 at 6:25 AM

To Whom it may concern:

I'm writing today to ask for a place to ride a motorcycle on the central coast. California has the biggest offroad footprint to any other state yet more and more land is being cut off to those activities. I love riding but I hate feeling like a criminal for it. The Central coast has become hostile to motor cycles and off road vehicles in general. If there was a place to ride in the area it would be a lightning rod for people all over California. Depending on how big the area was made, would like to point to Glen Helen Race way in Southern California, and the economic impact that the events there can create.

I would like to create freedoms for motorcycle riders that horseback riders enjoy every day. I cannot nor do I have the time to care for a horse but enjoy many of the same types of trails and riding that they enjoy. Riders have been villified for this for as long as I can remember. Motor cycle riders are not asking for all trails to be free and open to all people and whatever they want to do on them but we are asking for a place to go. There has been talk of using southern campground and property of the dunes.

That would be a great start but wouldn't be opposed to other locations. As long as riders have one to go to.

Thanks for reading and addressing riders of the central coast concerns.

Sincerely

Matt Reed



Oceano Dunes <info@oceanodunespwp.com>

Pismo dunes OHV

1 message

derek taylor <derekadamtaylorsb@gmail.com>
To: info@oceanodunespwp.com

Mon, Jun 4, 2018 at 1:41 PM

There's talk of expanding or improving Oceano dunes area as well as a proposal to include some nearby ag land for a track or something. I like this idea and want to know more about the future of the OHV

Thank you,
Derek
Sent from my iPhone



Oceano Dunes <info@oceanoduneswp.com>

Ohv rider interested in new ridding areas

1 message

Jon Waterfield <dudeson007@hotmail.com>

Mon, Jun 4, 2018 at 4:54 PM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Hello,

My name is Jon waterfield, and I absolutely love ridding my 3-wheeler and driving my trucks in the dunnes and would very much be interested in addition of a possible mx track and campground area near the dunes, it would make the location really full circle witg sand and dirt all in one place to enjoy! I hope you can keep expanding the dunnes and letting everyone really enjoy our beautiful dunnes! Thank you!

Jon w

Sent from my Verizon, Samsung Galaxy smartphone



Oceano Dunes <info@oceanoduneswp.com>

Motocross Track

1 message

Anthony Hernandez <anthonyhernandez87@gmail.com>
To: info@oceanoduneswp.com

Tue, Jun 5, 2018 at 2:51 PM

Hi there,

I just want to extend the gratitude for the opportunity to provide input into this project. The Central Coast is in great need of a Motocross track! I have been riding motorcycles for over 25 years and know there many positives of being around them. I understand that many believe we have several options around us in the South SLO County / North Santa Barbara County area to ride but not all persons are open to simply trail riding.

With the opening of a Motocross track, I believe this will bring a lot of revenue to nearby cities. This will also limit the amount of air pollution to the persons that travel great distances weekly and daily to go to Motocross tracks in Bakersfield, Sacramento, and areas nearby Los Angeles.

I could write much more to present the facts of why we need Motocross track in our area, but there are some key facts that make this location such a great place for a track. It's a location with an abundant amount of water, which would easily facilitate the watering of the track. With that present ground water dust would not be an issue and it's location is not near any housing.

With this small snippet of information, I hope you can see the importance to one person who's life completely changed when a Motocross bike was introduced.

Respectfully,

Anthony

Sent from my iPhone



Oceano Dunes <info@oceanoduneswp.com>

Oceano Dunes

1 message

Kelly Jenei <kellyjenei@hotmail.com>

Wed, Jun 6, 2018 at 2:38 PM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

I am an Oceano resident and would love to see fewer cars on the beach (more restriction of the area allowed) and revitalization of the downtown. Thank you for your hard work!

Kelly Jenei



Oceano Dunes <info@oceanoduneswp.com>

Improvement project

1 message

Alex B <lxb1427@gmail.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 5:09 PM

I would first suggest that a type of bridge or crossing be constructed over the creek . This would help other be able to enjoy the OHV side without a major risk of damaging their vehicles. The risk of getting stuck at high tide is great .

Some markers out in the dune area would be for beginner and youth riders . Maybe even a call box in some places in case somebody gets lost from their group for a long period of time.

Supplying trash bags as part of your entrance fees would encourage people not to litter . A mobile trash service that would be available to come pick up trash when needed would awesome .

Now for the more expensive services that might work ;

1. include a campground prep service so that a person can come and prep your site before you camp . This would help with trash , nails and harmful waste in the sand . This would also promote people not to take up so much space if there area gets prepped .

I simple ATV with a rake and a magnet would help pick up nasty nails .

2. The ranger station needs better technology .

Last PLEASE have waiting list for reservation made . People make reservation so far in advance which is good put they end up cancelling an nobody knows about it . This will help retain revenue and people at the OHV beach .

Thank you.

Alex Barrera



Oceano Dunes <info@oceanodunespwp.com>

Dunes dust

1 message

Dale Beebe <pentooling@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 10:49 PM

To Whom:

I'd like to provide my input to the stuff that's going on in the dunes near me. I've retired to a dream house with a dream view of Black Lake Canyon from the top of the Nipomo Mesa. I realize I'm an outsider, having lived here for only 7 years. But I strongly object to other outsiders with a temporary presence coming and enjoying the process of damaging the environment at the expense of my health and life expectancy. As far as this activity providing local jobs, that doesn't incentivize me to support this activity, as I don't need a job; I participated as a productive member of the work force for 40 or so years. I came here to live my life out away from the pure hell of living in more 'productive' parts of the state. So please cut it out on the dunes. I WANT TO LOOK AT THE DUNES FROM MY HOUSE, NOT BREATHE THEM INTO MY LUNGS.

--

Thanks,
Dale Beebe**PENTOOILING™**



Oceano Dunes <info@oceanodunespwp.com>

PWP

1 message

Jonathan Brewster <JonBrew@hotmail.com>

Thu, Jun 7, 2018 at 3:43 PM

To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Hello to who it may concern.

My name is Jonathan Brewster I am a long time dune goer along with prior family members. We love going to the ODSVRA and would like to see it get better. My uncle and I went to SLO APCD meetings to support the dunes. I along with my family members would love to see the new campground that FoOD is talking about in the OSO Flaco lake area. I also was wondering if we could possibly gain some more acreage if the park was to open further south. I also have a question. If you were to open that OSO FLaco camp ground there would be direct access to the beach correct?

I know because of the abatement order we are losing a lot of ground between poles 4 and 5. I would wish for more acreage out towards devils slide. If it all possible just make it more open and it would be a safer park to ride in the smaller you make it the more people your going to cram into a smaller area and the more traffic collisions you will have. I work in law enforcement I know.

Also I see on the map the area highlighted in yellow it states ODSVRA but not riding area. Why is that? because of the snowy plover? Please take into consideration making the park bigger and working with dune community. I think its a great way to move forward and together we can accomplish a lot.

Thank you
Jonathan Brewster
Kings County Resident



Oceano Dunes <info@oceanodunespwp.com>

The public worksplan for Pismo Beach and Oceano

1 message

Glenn Eineman <geineman@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 5:32 PM

There were several good ideas discussed at the PWP meetings.
It makes sense to improve the parking situation at the Pismo Monarch Butterfly preserve. That is an excellent educational and tourist venue.
Expanding the boardwalk is another sensible idea.

But, opening up a south entrance for a problem that is already causing major health issues makes no sense. Why move the issue closer to those on the Mesa and to the citizens of Guadalupe? There will also be need to spend millions of dollars on road expansion and totally redoing the road into Oso Flaco. It would discourage families who like to take their children to explore the wonders of that area including bird watching.

Lastly, do not mix this issue with the Stipulated Abatement Order or dust abatement plan. State Parks must make the cleaning up of the air quality a number one priority and not continue to cause harm to the citizens of the Mesa. They should also put restrictions on the times the area can be used. OHVs should not be allowed in the park after sunset. Currently, it is a danger to those who just wish to camp.

Thank you for your work in continuing to improve the parks for all citizens.

Glenn Eineman
resident of the Nipomo Messa



Oceano Dunes <info@oceanoduneswp.com>

(no subject)

1 message

John Ferguson <john@domesticdiesel.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 9:52 PM

Good Evening

I would really like to see some more area opened up for off road use. Maybe even a designated training area for kids. I think opening up camping, use, and access down by Oso Flaco would be awesome too.

Thanks
John Ferguson

Sent from my iPhone



Oceano Dunes <info@oceanodunespwp.com>

Proposed Oceano Dunes projects

1 message

Marty Giussi <mgiussi@digitalrealty.com>
To: Email <info@oceanodunespwp.com>

Thu, Jun 7, 2018 at 10:44 AM

All

These are my requests for the new Oceano Dunes SVRA park:

1. Camping / Parking area or even Lodge connected to the park by trail that would be used for OHV access to the dunes this would ease traffic on the beach. Camp sites should have hook ups if possible. Oregon dunes have these and it works nicely for local motels and camping without the beach traffic.
2. Open all the areas possible for OHV and also for non OHV activities (hiking, walk in camping) hiking into the back area for the night would be nice instead of the area just being closed. The current areas are getting smaller and the use is increasing more space is needed.
3. Semi-Permanent ranger station near pole 4 or 5 manned at night on busy weekend in the summer
4. Concessions permits for semi-permanent on the beach or mobile amenities.
5. Central common use area on the beach or just off for events music-dancing/dinners/breakfasts

Thanks For your Time on this issue

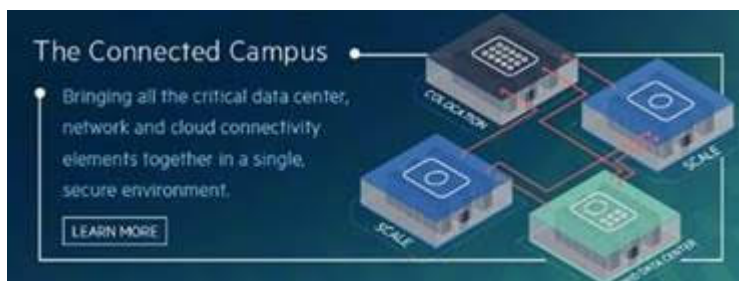
Marty



MARTY GIUSSI | MANAGER-FACILITY ENGINEERING

Digital Realty | 200 Paul Ave | San Francisco, CA 94124
Direct 415 508 2854 | Mobile 925 570 4001 |

www.digitalrealty.com





Oceano Dunes <info@oceanoduneswp.com>

Response to request for input

1 message

Dorothy Hines <dandehines@earthlink.net>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 1:53 PM

Tom whom it may concern,

Clearly, the highest priority for improvements must be air quality. Expanding off road vehicle usage has been proven to not been compatible with public safety and health. Limit any vehicle use to street ready vehicles. Improve the entrance to the existing pier. Please do not tamper at all with the Oso Flaco area. Pattern the Oceano beach usage after Pismo Beach as Pismo is much more conducive to diverse utilization and pedestrian usage. Anyone can determine at first glance that Pismo is much better developed and utilized by a wide variety of people than Oceano, with its mostly singular usage by off road vehicles than prevents Oceans to flourish.

Thank you,
Dorothy



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes Recreational Park

1 message

jeromy77 <jeromy77@yahoo.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 9:19 PM

To whom it may concern,

I am writting yo you on behalf of all the family's and friends that take their vacations on the Oceano Dunes. Good old fashioned clean fun with family and friends is becoming a thing of the past. I pray you take that into consideration when making your desicions on what to do. I've heard some want to commercialize the Dunes with a Boardwalk like Pier but I feel it will only bring trouble. Where the family's coming to the Dunes are teaching their kids good wholesome values. The only things I would suggest changing are opening up some of the land that's been closed off and using the wasted land between the gates East of the beach to pit in more parking. Thank you for your time and God Bless.

Sincerely, Jeromy Hofer

Sent via the Samsung Galaxy S7 active, an AT&T 4G LTE smartphone



Oceano Dunes <info@oceanodunespwp.com>

Suggestions

1 message

Christian Jauregui <hwy101surf@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 8:38 AM

Good Morning, the following are suggestions that I would like to submit for consideration for the Pwp.

1. Improve the volunteer ranger program with all new equipment, radios and a establish fulltime or parttime position assigned to the program .
2. Establish a beach cleaning program by purchasing a sand clean machine or sanboni. Improve the waste container availability at the park. Start or enhance a public education program for the importance of having clean beaches and how littering will not be tolerated.
3. If the hotel doesn't go in at the end of grand ave, build an event center available for rent to all organizations.
4. Establish a southern entrance and camp ground to the OHV park to reduce congestion on Pier.
5. Whenever possible aquire attentional land or do a land swap to improve OHV riding areas. Especially if it will benefit air quality by moving riding areas to the south.
6. Make the park users stakeholder group a permanent fixture in all future amendments to the riding areas.
7. Improve the Air monitoring program so the there is solid facts and testing to reduce any misleading information gathered by an outside agency.

Chris "CJ" Jauregui
805-610-4205



Oceano Dunes <info@oceanodunespwp.com>

Public comment on State Parks options

1 message

Irwin Joseph <irwinjoseph.retired@gmail.com>

Thu, Jun 7, 2018 at 8:45 PM

To: info@oceanodunespwp.com

Cc: SLO Editorial Letters <letters@thetribunenews.com>

As a resident of Nipomo who regularly stays indoors because of poor air quality, the State Parks plan should have reduction of recreational space that causes the health hazard that has been proven to exist, and not just move it to the South at Oso Flaco.

Resources for tourism are welcome. However, at some point off roaders need to recognize that the Oceano Dunes is not the only sand available for their activity. Indeed, the beaches and dunes need to be preserved for more conventional, less destructive tourist and resident uses.

State Parks should stop antagonizing Pollution Control (APCD) and Health Experts. Provide a plan for tourism that reduces the number of "worst air quality in the state" days, consistent with APCD findings and recommendations of health experts.

Thank you.

Irwin Joseph

irwinjoseph.retired@gmail.com

Visit my website: www.MediateYourDispute.com



Oceano Dunes <info@oceanodunespwp.com>

Oceano dunes

1 message

Keith <Keithandrews2000@yahoo.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 3:54 PM

Attn: Katie Metraux, Acting OHMVR Planning Manager

It is my understanding that you are looking for input for the Public Works plan for Oceano Dunes. One thing me and my wife have always wanted is a campground that has ride in accessibility. We have an RV but we were always too afraid to drive it across the creek and on the sand and worried about being stuck. It seemed ridiculous for all these years that people have had to get their vehicles stuck to be able to camp and go to Oceano Dunes. It was all so ridiculous that you can drive your truck with your trailer for miles on the sand which was risking getting stuck but you could not ride your ATV or UTV on the same sand. I have always had to stay in a hotel and drive on to the beach every single day to go for a ride. So at the very top of my list would be a large RV park and camping area that had ride in accessibility for people and as much riding area as possible so that there would be enough room for everyone to be safe while enjoying the dunes. Most other states have ride in campgrounds, Oregon, Utah, South Dakota Arizona all the way across to the hatfield-mccoy system on the other side of the country. Please make this a priority.

Sent from my iPhone



Oceano Dunes <info@oceanoduneswp.com>

California Department of Parks and Recreation, Attn: Katie Metraux, Acting OHMVR1 message

Cody K <kcody@hotmail.com>

Thu, Jun 7, 2018 at 9:39 AM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Hello, and thank you for taking suggestions. As someone who drives 5 hours one way twice a year to enjoy the sand dunes OHV area. I would like to see more area opened to off road and camping. I would like to come down more often as well, but find it is often completely booked. When this happens I drive 5 hours in the other direction to the Oregon dunes.

Thank you!
Cody Kratz
530-566-3152



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes Recreation area

1 message

Liz H <sfhowitts@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 10:10 AM

Thank you for providing an opportunity to weigh in on the future of the Oceano Dunes Recreation area.
Here are my suggestions:

1. **PLEASE_CLOSE THE ENTRANCE AT GRAND AVENUE**

There is too much confusion about where cars are, and are not allowed, and too many instances of negative interactions between those in vehicles, and those on foot. The amount of traffic on Grand Avenue, with the addition of the convention center will be a "perfect storm"

2. **CREATE A HORSE STAGING AREA/CORRAL FOR RIDERS**

3. **EXTEND THE WOODEN BOARDWALK TO PISMO BEACH GOING NORTH, AND THROUGH THE DUNES GOING SOUTH**

4. **BUILD A PERMANENT BARRIER/SEA WALL AT POINT WHERE NO VEHICLES ALLOWED**

.



Oceano Dunes <info@oceanodunespwp.com>

PWP for Pismo Dunes

1 message

Dale Martin <4dalemartin@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 12:17 PM

Attn: Katie Metraux, Acting OHMVR Planning Manager

It is my understanding that you are looking for input for the Public Works plan for Oceano Dunes. One thing me and my wife have always wanted is a campground that has ride in accessibility. We have an RV but we were always too afraid to drive it across the creek and on the sand and worried about being stuck. It seemed ridiculous for all these years that people have had to get their vehicles stuck to be able to camp and go to Oceano Dunes. It was all so ridiculous that you can drive your truck with your trailer for miles on the sand which was risking getting stuck but you could not ride your ATV or UTV on the same sand. I have always had to stay in a hotel and drive on to the beach every single day to go for a ride.

So at the very top of my list would be a large RV park and camping area that had ride in accessibility for people and as much riding area as possible so that there would be enough room for everyone to be safe while enjoying the dunes. Most other states have ride in campgrounds, Oregon, Utah, South Dakota Arizona all the way across to the hatfield-mccoy system on the other side of the country. Please make this a priority. Thank you, Dale and Mya Martin.



Oceano Dunes <info@oceanodunespwp.com>

California Department of Parks and Recreation

1 message

Pamela Michaelis <horses@surfari.net>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 11:38 PM

Humans have ridden horses in the dunes and on Pismo Beach since the times of the Spanish explorers well before the automobile came to be. Slowly but surely areas open to equestrian activities have been closed off to riders. In 1983 State Parks started restricting access to vehicles driving along the beach and eventually closed the Oso Flaco Lake area. It was my understanding that equestrians were promised parking in the dirt lot at the Grand Avenue Entrance to replace that parking lost at Oso Flaco Lake. Now that dirt lot is being taken away for a hotel/conference center that State Parks and the City of Grover Beach approved. Parking was promised across the street in the dune area but that was not approved by the California Coastal Commission. With fewer and fewer options available to Equestrians it is imperative that Pismo Beach/Oceano Dunes State Park plan for equestrian activities. Equestrians are good stewards of the land because they appreciate what they have. We need Parking and Access to trails in the dunes and along the beach. Pismo Beach has camping for families in camp grounds and off-road vehicles on the beach. Equestrians also like to camp with their horses and travel long distances to do so. People from all over California and out of state go to Montana De Oro's horse camp.

Parking Needs: Equestrian parking needs to account for a truck (usually pickup truck) and a trailer of varying lengths. The rigs need to have a parking space in between each other in order to have room to tie up a horse to the trailer to safely saddle the horse. When I park at the Grand Avenue entrance to Pismo Beach State Park I usually see between 6-12 other equestrian rigs also parked in the dirt.

Trails: Horses need access to the beach, which is shared with pedestrians, kite surfers, and off-road vehicles. They also need dedicated dune access where there are no vehicles or scary kites above them. Not all horses are used to those type of distractions and can spook. However controlled exposure is how a horse gets used to distractions.

Camping: Horse camping is not currently available but is highly desirable.

Last that I knew, Pismo Beach had many volunteers who help patrol the beach on horseback as part of a mounted patrol group. When my cousin was visiting from the mid-west she said her favorite part of her trip was riding a horse on Pismo Beach. She was on her way back from a trip to Australia and enjoyed riding on the beach most of all!

It is imperative that Equestrian access is included in any plan for Oceano Dunes/Pismo Beach State Park. Horse riders don't just like to ride their horses they are passionate about riding.

Thank you for your consideration.

Pamela Michaelis

[494 Vista Del Robles](#)

[Arroyo Grande, CA 93420](#)

horses@surfari.net



Oceano Dunes <info@oceanodunespwp.com>

Question and proposal

1 message

kmikusky <kmikusky@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 1:04 PM

Hi,

I understand this is a forum for changes being made to the park. I go to Oceano Dunes svra quite frequently and in the last few years have started towing double trailers. It's usually just my wife and I along with our two dogs that go. We will usually make reservations to ensure we have a spot but sometimes we will also buy a spot at the ranger station. Regardless, since we are towing two trailers, one a fifth wheel and the other a flatbed with a Jeep and two quads on it, we have to pay for another camp spot. I completely understand that this at parks where we would have to pay for parking since we would not be able to be in one site. However, at Pismo there is no space limitation.

I am hoping that this can be fixed. I would like to see that whatever you tow in legally you only get charged for one site. However, I would not be opposed to paying maybe half price for the added trailer. Please let me know if there is anything further you would like to hear or see.

Kevin Mikusky

Ps. I actually got married in the dunes almost nine years and paid all the fees, permits, and reservations for our 200 guests.



Oceano Dunes <info@oceanoduneswp.com>

pismo dune

1 message

ae ae <slohenryae@gmail.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 10:47 AM

We need safer equestrian parking. fenced , with closeable gates if horse gets loose. dg(not asphalt!!) parking surface, horse tie rack enough fo 10 and water hose bibbs. thanks more to follow. Ann Miller



Oceano Dunes <info@oceanoduneswp.com>

Comments

1 message

rob mohle <rlmohle@gmail.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 2:53 PM

Katie Metraux Acting Planning Manager,

The following are my recommendations:

1. Close Grand Avenue and Pier Avenue Entrances to all vehicles.
2. Create a new entrance at the south end of the park from the Nipomo Mesa.
3. Restrict vehicle use to dune area only- no vehicles along the beach frontage. Intertidal zones and creeks are sensitive habitat and should be off limit to all motorized vehicles
4. Continue to implement measures to reduce silica dust emissions from the park. If permissible exposure levels cannot be met within a reasonable time (perhaps 2 years), off-road vehicle use should be discontinued and alternative forms of recreation, tourism and usage should be considered. Off road vehicle use is a choice, lung cancer is not.

Oceano Dunes is a unique coastal setting that with proper management can be good for the environment, the local economy and the health of the community.

Thank you for considering my comments.

Robert Mohle
P O Box 708
Avila Beach, CA 93424
805-801-3355



Oceano Dunes <info@oceanoduneswp.com>

Oceano Dunes

1 message

Victor M <vzmontoya01@gmail.com>

Thu, Jun 7, 2018 at 11:07 PM

To: "info@oceanoduneswp.com" <info@oceanoduneswp.com>

I would like to see more of the dunes open to OHV use.

Thank you



Oceano Dunes <info@oceanoduneswp.com>

When is the next meeting on public input for state parks?

1 message

Dave Pecci <dpecci25@gmail.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 10:54 AM

Hi,

When is the next public meeting to voice my opinion on things I'd like to see from state parks at the dunes?

First and foremost I'd like to see state parks support the Grover Beach Conference Center. This area desperately needs a minimum 10,000-15,000 sq. ft. event center. I often have to drive two and half to three hours away for the nearest anime convention because there is not enough affordable or large enough space for fans to put on geek conventions.

I am definitely in support of state parks acquiring more land for recreational activities. Second, an aquarium at Pier Avenue or in that area would be amazing!!! :)

Thank you,

David Pecci
Pismo Beach, CA



Oceano Dunes <info@oceanoduneswp.com>

Comments for Public scoping peroid - David Pecci

1 message

Dave Pecci <dpecci25@gmail.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 11:04 AM

The three things I'd like to see:

- 1) 10,000 to 15,000 sq. ft. event/convention center
- 2) Support for the Grover Beach Conference center and that state parks helps fund it
- 3) An aquarium at the end of pier avenue or somewhere nearby. We don't need another pier. Give this area something new and different. This county already has four piers.

Above all else we need an event center. I have to drive two and half to three hours for the nearest anime convention because there is not enough affordable or large enough space for geek conventions. It's like this area doesn't care about the geeks. This area offers a bunch of sports, but not much for people who live a different lifestyle. It's discriminatory and sad people into fandoms don't have enough space to put on geek conventions.

Thank you for your time,

David Pecci

Pismo Beach, CA 93449
108 Capanna Court



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes request

1 message

A.Perez <drgracr70@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 5:22 PM

Hi Cal. State Park

I've been going to Oceano Dunes for over 25 years and seen many changes some good some bad. The main one is it's getting smaller would be nice if you can open more OHV land, make it more accessable so we don't get stuck in the sand when towing a RV or whatever someone tows, solar lights on the pole markers and restrooms, on major holidays there's always a long line to get in maybe open a couple of more entry options, dump sites to empty out an RV. Thanks for taking time to read and consider any of our thoughts

Oceano Dunes#1



Oceano Dunes <info@oceanodunespwp.com>

Pismo SB and Oceano Dunes SVRA Public Works Plan - Scoping Period Re: Oceano SRVA PWP2 messages

Oceano Dunes <info@oceanodunespwp.com>
To: phipps.johnq@gmail.com

Wed, May 30, 2018 at 2:26 PM

Thank you for providing a comment during the public scoping period for the Pismo State Beach (SB) and Oceano Dunes State Vehicular Recreation Area (SVRA) Public Works Plan (PWP). Written comments will be accepted until 5:00 p.m. on Saturday, June 9, 2018.

John Phipps <hipps.johnq@gmail.com>
To: Oceano Dunes <info@oceanodunespwp.com>

Thu, Jun 7, 2018 at 12:59 PM

Dear Sirs:

This is a comment requiring your immediate attention regarding the SVRA Public works Plan. I have in my possession a letter from the County of San Louis Obispo Health Commission dated May 15, 2017. This letter indicates the residents of Nipomo Mesa are subject to serious deadly health consequences from the dust plume and its associated Particulate Matter (PM) created by the Oceano SRVA. How are you to address this matter with the proposed expansion of the Oceano Dunes SRVA and the increase in PM that will follow, because of increased access and reduced permanent vegetation on the dunes.

Best Wishes,

John Phipps

Nipomo, CA

[Quoted text hidden]



Oceano Dunes <info@oceanoduneswp.com>

(no subject)

1 message

ridingyamaha04 <ridingyamaha04@aol.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 11:20 AM

Myself and several others would like to see a campground area where you can park with full or no hookups but has water fill up and a dump station. We would like to ride from our camp spots out to the ohv area just like Oregon has. Those of us that love riding there but prefer to camp off of the beach eliminating the rust from our vehicles and dealing with the noisy people all night long.

Sent via the Samsung Galaxy S®6 active, an AT&T 4G LTE smartphone



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes and Pismo

1 message

Keith Ringgenberg <kringge@gmail.com>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 10:08 AM

Here's the deal.

Pismo Dunes are unique in California.

There is no place in California like it, if you turn it into a boardwalk destination and try to compete with Santa Cruz with the Ferris wheels and the dingle bob's and all that other kind of garbage you're competing with every other venue along the California coastline.

Pismo dunes and the off-road area is unique, it's what draws people to the Central Coast.

As far as I'm concerned you could open it clear to Devils slide and that might help the so-called dust problem on the Mesa.

There wouldn't be quite as many vehicles in a concentrated area.

If access to the dunes is lost or restricted anymore, I would rather go to Monterey or Santa Cruz for fish and chips and the Seabreeze. There's no point going to Pismo!

What's the draw?

Great restaurants? Nope

Great entertainment? Nope

All these proposals will cost millions and millions.

When you kill the majority of your tourism, how are you going to pay for it?

Instead of taking 5-6 trips a year to Pismo, we'll be spending our vacation in Oregon. They love us, our money and easy access to much more dunes!

Sent from my iPhone



Oceano Dunes <info@oceanodunespwp.com>

Comments - Oceano Dunes

1 message

Tony Salome <tsal3@earthlink.net>
To: info@oceanodunespwp.com

Thu, Jun 7, 2018 at 12:13 PM

To: Katie Metraux,
California Department of Parks & Recreation

Dear Ms. Metraux:

I understand there have already been many comments made about proposed changes for management of Oceano Dunes. I believe the park is a unique and extremely valuable natural and recreational resource for our local area and our state. Any proposed changes should serve to protect the dunes not destroy them.

My biggest concern is overuse of the park. While I appreciate recreational use, more needs to be done to limit destructive activity by off road vehicles in the park. I believe the number of off road vehicles could and should be limited. The number of accidents and irresponsible behavior seems to dominate the news every summer. Many of these incidents involve excessive alcohol use while operating vehicles in the park. There should be no alcohol use in the park.

Limiting the use will help ensure public safety as well as protect the fragile habitat in the area. Plant and animal life are in constant danger. More police and enforcement are also needed. The Rangers do an amazing job but are overwhelmed in peak season.

The issue of dust pollution has been discussed for quite some time. The state has already identified plans to address these concerns. However, this serious health issue warrants continual monitoring and review. If the current plan proves inadequate, additional measures to mitigate the problems should be implemented without hesitation.

The dunes should be protected above all!

Thank you for your consideration as you move forward.

Sincerely,

Tony Salome
Los Osos, CA

Sent from my iPhone



Oceano Dunes <info@oceanodunespwp.com>

EIR of the PWP for the Oceano Dunes

1 message

Paul Stolpman <stolpman@hotmail.com>

Thu, Jun 7, 2018 at 4:35 PM

To: "info@oceanodunespwp.com" <info@oceanodunespwp.com>

Comments on the Environmental Impact analysis of the PWP

If the PWP considers increasing more southern OHV riding, RV camping near Oso Flaco or a new southern entrance for motor vehicles, particularly large RV's, the following two air quality impacts must be considered.

1. More OHV riding further south in the ODSVRA could lead to an increase in noise and an increase in PM 10 and PM 2.5 concentrations in residential areas in the southern part of the Nipomo Mesa, particularly at Trilogy at Monarch Dunes, and also in the Town of Guadalupe. Also since a fraction of the PM 10 would be crystalline silica, a known carcinogen, there would be an increase in cancer risk in these communities. Both of these environmental impacts would need to be considered and analyzed if the PWP contemplates an option of moving OHV riding further south in the ODSVRA.
2. A southern entrance to the Dunes would lead to more traffic from larger, diesel powered vehicles on Highway 1 through Guadalupe and on Willow Road and Highway 1 bordering Trilogy. Increased emissions of diesel particulate, another known carcinogen, would be the result of this increased traffic. The resulting increase in cancer risk in neighborhoods along Highway 1 and Willow Road would have to be analyzed if a new southern entrance is being considered.

Paul Stolpman
stolpman@hotmail.com



Oceano Dunes <info@oceanoduneswp.com>

Attn Katie Metaraux

1 message

marie vargas <mvz86@yahoo.com>

Thu, Jun 7, 2018 at 10:48 PM

Reply-To: "mvz86@yahoo.com" <mvz86@yahoo.com>

To: "info@oceanoduneswp.com" <info@oceanoduneswp.com>

We would love to have an area for camping on beach without the noisy quads all around our camping area.
Thank you.

[Sent from Yahoo Mail on Android](#)



Oceano Dunes <info@oceanoduneswp.com>

A Plan For The Dunes

1 message

Tom Wallace <tomwallaceghs@gmail.com>
To: info@oceanoduneswp.com

Thu, Jun 7, 2018 at 10:31 PM

As someone who has trouble breathing one third of the year due to silica off the sand; you should close the La Grande tract from riding. You should greatly reduce the number of ATVs and not allow motorcycles or trucks on the dunes.

Since her many injuries and even deaths from people driving while drunk; there should be a police presence using breathalyzers, the same as cars at checkpoints as for camping, there are adequate campgrounds with facilities, without further trashing the dunes.

Margaret Wallace, Nipomo

--

Tom & Margaret Wallace
email: tomwallaceGHS@gmail.com
Webpage: tomstechnotes.com
Youtube channel: <https://www.youtube.com/user/tomstda>
Facebook: <https://www.facebook.com/tomwallaceghs>



Oceano Dunes <info@oceanoduneswp.com>

Oceano Dunes Improvements

1 message

Dave W <dwhawaii@hotmail.com>

Thu, Jun 7, 2018 at 7:25 AM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Hello,

I am very excited to hear about the proposed changes to the Oceano Dunes Park. As a property owner in Oceano I agree that changes are overdue. I would particularly like to see improvements to the Pier Avenue area. This area has tremendous potential to be a wonderful tourist destination. Some things that I would love to see:

-Definetely would love a pier located at the end of Pier Ave. It would be great if it also connected to a boardwalk that runs along the beach. Lifeguard tower also great idea. Making this area a beach for people to enjoy without all the nuisance vehicle traffic on this beach will be a wonderful change.

-Encourage redevelopment along Pier Ave with restuarants and shopping. There are currently some run-down/abandoned structures on Pier Ave that have become eyesores.

-Restricting vehicle access further south away from the residential areas using separate entrance. I believe this is in the works already.

Thank you for your consideration,

David Webre

dwhawaii@hotmail.com

(805)844-8603



Oceano Dunes <info@oceanoduneswp.com>

Public Comment

1 message

Linda Busek <l_busek@yahoo.com>

Fri, Jun 8, 2018 at 9:48 PM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Dear Ms. Katie Metraux,

I am a resident of Arroyo Grande and welcome the opportunity to weigh in on the Oceano Dunes State Park do-over. I attended the scoping meeting held in A.G. last month where a number of people spoke about their wishes going forward.

It is vitally important that the health issues associated with the Dunes are addressed in this next iteration. Since I live near the site, the quality of life impacts are urgent. Here is a short list of what's important to me and some ancillary wishes.

Mitigate the dust and particulate matter. One remedy is to reduce the number/presence of ATVs that spew carbon emissions. They also tear up the landscape and create noise pollution.

Extend the length of the boardwalk. For those who find it difficult to navigate the dunes on foot, the boardwalk provides a stable platform and enables disabled and impaired folks to enjoy the magnificent scenery.

Leave the 120 acres currently in agriculture at Oso Flaco to remain intact. The road is too narrow and fragile to accommodate heavier traffic and the farm activities will be negatively impacted if the land use is changed. *Definitely do not consider a motocross* which was mentioned at the Arroyo Grande scoping meeting.

Consider building a lodge to accommodate visitors that is LED compliant and architecturally designed to be compatible in the environment. Pier Street in Oceano is a commercially depressed area. What can be done to enhance business there? Is this a possible location for the Lodge?

Add coin operated showers at the WC locations (one tall for full body and one short for foot rinsing after swimming/walking the Dunes.)

Introduce drought tolerant plants in the parking lots and around the service buildings.

Support the Pier Street Visitor Center in Oceano. It is an excellent educational resource for Dunes visitors.

Thank you!

Linda Busek
240 Aspen Street
Apt. 3
Arroyo Grande, CA 93420
650.367.6780



Oceano Dunes <info@oceanoduneswp.com>

OCEANO DUNES1 message

James Coalwell <shyster_me@msn.com>

Fri, Jun 8, 2018 at 9:32 AM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Cc: Lois Coalwell <loiscoalwell@yahoo.com>, "Coalwell, Brendan" <bcoalwell@gmail.com>, Garon Coalwell <gcoalwell@gmail.com>, "justin@coalwellfamily.com" <justin@coalwellfamily.com>

Please have the EIR include the financial impacts to SLO County, Oceano, Grover Beach and Arroyo Grande.

Per State Parks there are 2.2 million visitors per year. All nearby communities want to increase tourists. What if anything could replace the 2.2 Million current tourists?

The winds have been blowing here, creating dunes for millennia and continuing. The Nipomo Mesa is an old dune; has been since before the developments chopped down thousands of trees and built hundreds of houses. It is mostly the newbies to the area complaining about the preexisting and continuing conditions of dune creation. What is their responsibility for moving to the nuisance? What is the responsibility of the developers? What is the responsibility of the realtors?

Expand the off road riding area dramatically, south of the present area, then cut back the riding area between poles 4 and 5. (Prior to 1982 there were 11,000 acres of riding area, mostly south of the present area--where there is less than 10% of that amount now.)

JAMES D. COALWELL



Oceano Dunes <info@oceanoduneswp.com>

OCEANO DUNES SVRA Recommendations for Proposed Improvement Project1 message

Roy DeJesus <rdejesus68@hotmail.com>

Fri, Jun 8, 2018 at 10:38 AM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Cc: Roy Work <roy@interstices-lb.com>

I am a home owner on the beach side of Oceano. I would like to recommend the following improvements for the residences and visitors to Oceano Dunes. I feel this will give them a pleasant experience while visiting the dunes.

RECOMMENDATIONS:**1.****NEW ENTRANCE GATES.**

- A. STRUCTURE TO MATCH NEW VISITOR CENTER BUILDING FOR CONTINUITY.
- B. USE OF SHIPPING CONTAINER FOR MOBILITY AND LOOK OUT TOWER ABOVE.

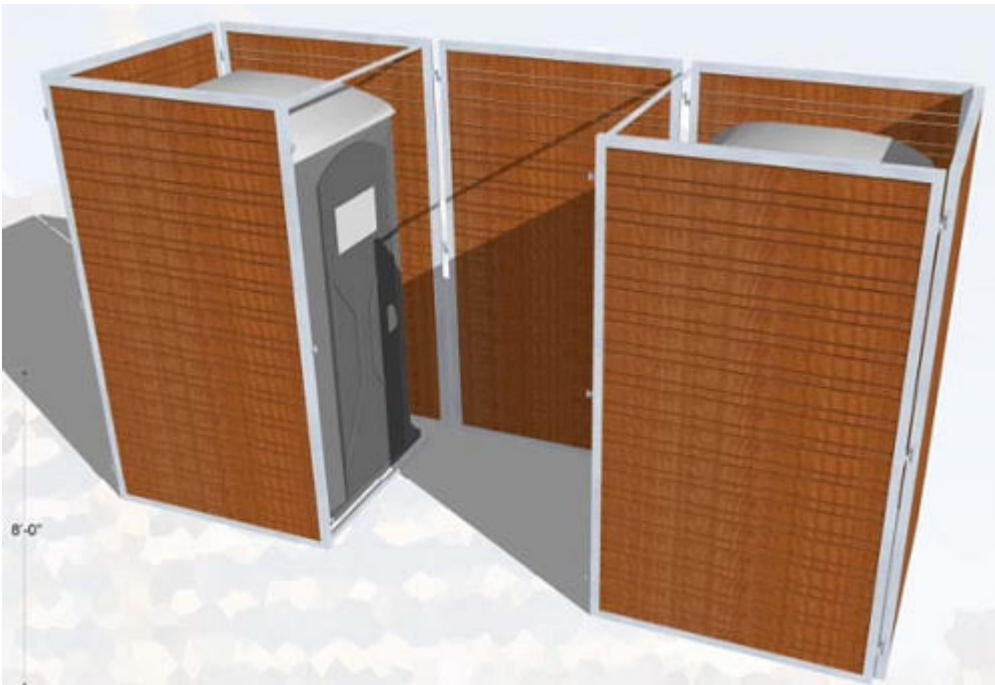




2.

PORTABLE TOILET ENCLOSURES.

- A. HIDE UNSIGHTLY TOILET STALLS.
- B. WIND BARRIER.



3. NEW BOARDWALK PATHWAY FROM GRAND AVE ENTRANCE TO PIER AVE ENTRANCE.

- A. CONNECT BOARDWALK TO SOUTH CAMP SITE.
- B. PROVIDE SEATING AND LOOK OUT AREAS.





4.
NEW BOARDWALK PATHWAY FROM PIER AVE TO OFF ROAD RENTAL AREA.
A. BOARDWALK IN FRONT OF HOMES TO DIRECT PATH TOWARDS RENTAL AREAS.

- B. FOOT BRIDGE OVER CREEK TO AVOID WATER CROSSING.
- C. PROVIDE SEATING AND LOOK OUT WITH DESCRIPTION OF PROTECTED AREAS.
- D. END BOARDWALK WITH RAISED LOOK OUT VIEWING THE OFF ROAD AREA AND MUSSEL POINT. INFORMATION BOARD OF DUNE HISTORY.







I have attached a PDF with photo examples of my recommendations. I hope some of the recommendations will be part of the proposed improvement project.

Thank you,

Roy De Jesus



Oceano Dunes SVRA Recommendations.pdf

3540K

OCEANO DUNES SVRA

PWP PLANNING AREA AND PROPOSED IMPROVEMENT PROJECT

RECOMMENDATIONS:

1. NEW ENTRANCE GATES.

- A. STRUCTURE TO MATCH NEW VISITOR CENTER BUILDING FOR CONTINUITY.
- B. USE OF SHIPPING CONTAINER FOR MOBILITY AND LOOK OUT TOWER ABOVE.

2. PORTABLE TOILET ENCLOSURES.

- A. HIDE UNSIGHTLY TOILET STALLS.
- B. WIND BARRIER.

3. NEW BOARDWALK PATHWAY FROM GRAND AVE ENTRANCE TO PIER AVE ENTRANCE.

- A. CONNECT BOARDWALK TO SOUTH CAMP SITE.
- B. PROVIDE SEATING AND LOOK OUT AREAS.

4. NEW BOARDWALK PATHWAY FROM PIER AVE TO OFF ROAD RENTAL AREA.

- A. BOARDWALK IN FRONT OF HOMES TO DIRECT PATH TOWARDS AND FROM RENTAL AREAS.
- B. FOOT BRIDGE OVER CREEK TO AVOID WATER CROSSING.
- C. PROVIDE SEATING AND LOOK OUT WITH DISCRIPTION OF PROTECTED AREAS.
- D. END BOARDWALK WITH RAISED LOOK OUT VIEWING THE OFF ROAD AREA AND MUSSEL POINT. INFORMATION BOARD OF DUNE HISTORY.

New boardwalk to
Pier Ave Entrance

Seating and
lookout area

Boardwalk to
campground

Seating and lookout
area

Boardwalk on
beachfront

Walkway bridge
over creek

End of Boardwalk
by rental area

Raised lookout with
portable toilets

Off road rentals



NEW ENTRANCE GATE EXAMPLES







PORTABLE TOILET SCREEN EXAMPLES





8'-0"

NEW BOARDWALK TO
PIER AVENUE
ENTRANCE EXAMPLES

Look out area

New entrance gate building

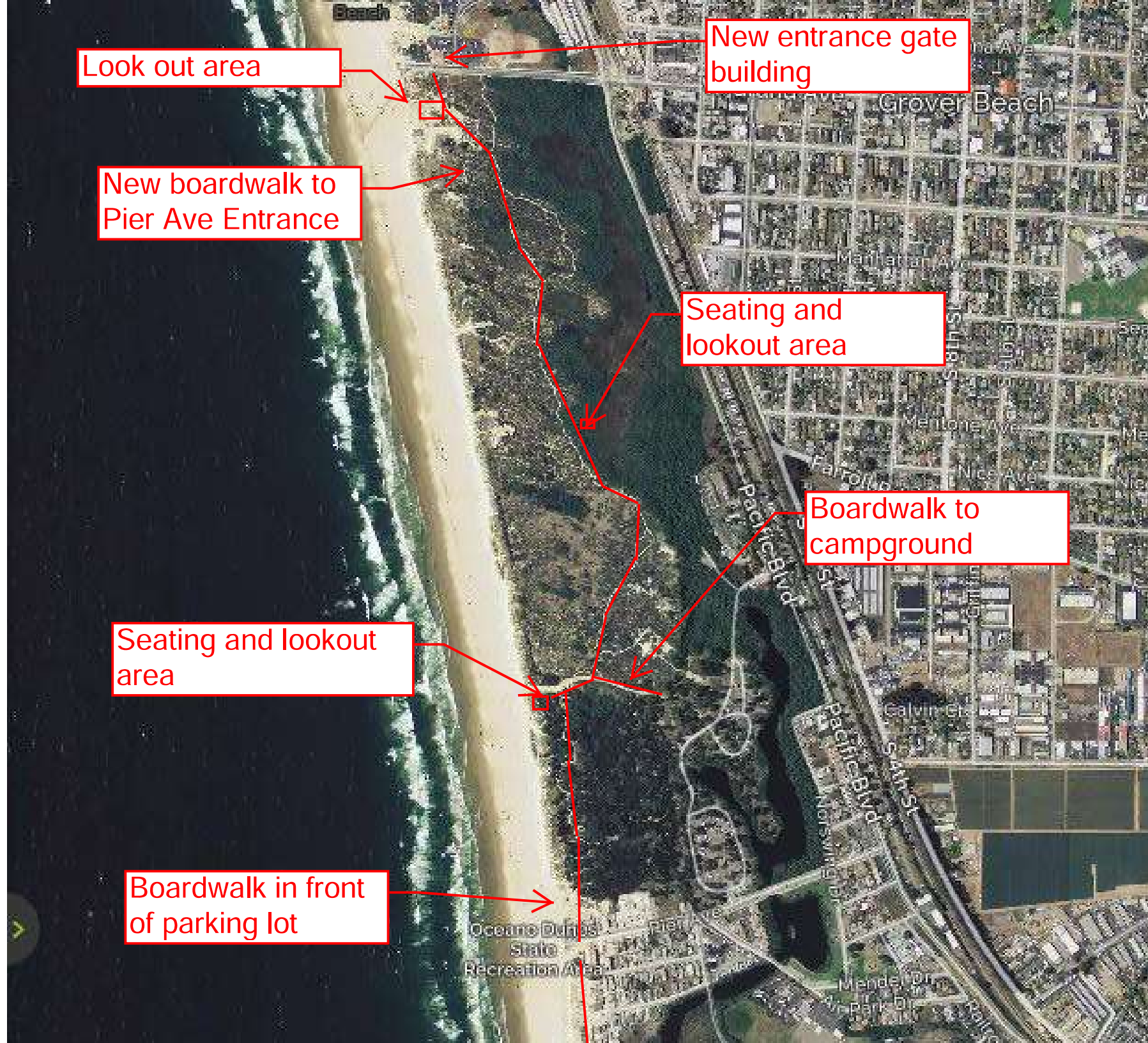
New boardwalk to Pier Ave Entrance

Seating and lookout area

Boardwalk to campground

Seating and lookout area

Boardwalk in front of parking lot











**NEW BOARDWALK
FROM PIER AVENUE TO
OFF-ROAD AREA**



New entrance gate building

Boardwalk on beachfront

Walkway bridge over creek

End of Boardwalk by rental area

Raised lookout with portable toilets

Off road rentals















Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes

1 message

Clark D'Souza <clarkcdsouza@gmail.com>
To: info@oceanodunespwp.com

Fri, Jun 8, 2018 at 7:22 AM

Attn: Katie Metraux, Acting OHMVR Planning Manager, [1725 23rd Street, Suite 200, Sacramento, CA 95816](#)

Please follow the link below to hear my concerns about the Oceano Dunes.
<https://www.youtube.com/watch?v=ucv5l0kGggc>

I am a legal resident and a shareholder in the County of San Luis Obispo and the State of California. I am disabled veteran.

This video is about a recent SLO Tribune article about the Oceano Dunes, and more will follow.

Clifford Clark D'Souza
[2039 Beach Street](#)
[Oceano, California 93445](#)

clarkcdsouza@gmail.com

Email: info@OceanoDunesPWP.com

Mail: California Department of Parks and Recreation, Attn: Katie Metraux, Acting OHMVR Planning Manager, [1725 23rd Street, Suite 200, Sacramento, CA 95816](#)



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes State Park

1 message

Ed Harris <movieln2@gmail.com>
To: info@oceanodunespwp.com

Fri, Jun 8, 2018 at 4:42 PM

My wife and I can only enjoy a portion of the park, from the Grover Beach entrance to Pismo Beach, where we won't get run over by four wheelers.

I include the State Parks Mission Statement.

Our Mission. To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources,

I don't know what is so inspirational about avoiding four wheelers running up and down the beach. There is not much preserving biological diversity at the park. It is more like destroying biological diversity. I don't see any protecting valued natural and cultural resources either.

it would nice to have a park everyone could enjoy besides the off roaders. They tear up and down the dunes spraying sand in the air, which we avoid. It is no fun to be near spraying sand. The scream from the engines is annoying. I guess that is what the State Parks calls recreation, destroying the dunes and the biological diversity of them. I believe you need to delete your mission statement from the website.

I read in books and magazines about people driving their cars through the great Sequoia trees. I have seen old pictures of people down on the beach with the Elephant seals. I read about when chemical companies dumped their waste in the Great lakes.

Well, there is one place on earth where people can still be pigs, Oceano Dunes State Parks. For the hefty sum of \$5. they can ride their sand dune buggies all over the dunes creating noise and air pollution, all the while destroying any vegetation and ecosystem that was there.

Create a park everyone can enjoy. Where people can go and be inspired from hiking to the top of the dunes and viewing the ocean.

Ed Harris
movieln2@gmail.com



Oceano Dunes <info@oceanodunespwp.com>

Public Comment - Oceano SVRA/Pismo Beach State Park update1 message

JB <JenPete@aol.com>
To: info@oceanodunespwp.com

Fri, Jun 8, 2018 at 7:23 AM

I'm a San Luis Obispo County resident and interested recreationist. Thank you for accepting my comments re: updates to the Pismo State Beach/Oceano SVRA areas.

North Beach Campground:

- Plant heavy/dense shrubbery/greenery along the Highway 1 edge of the campground. This side of the campground is exceedingly loud from road noise.

- Install shades at each campsite. While we do come to the beach for sun, it's also nice to be able to sit outside while getting a break from direct sunlight. There is insufficient shade on most sites on the Highway 1 edge of the campground, and center of loops.

Oceano SVRA:

- Expand the SVRA riding area for safer travel by recreational users. This park used to be vast, but an ever-expanding human population with increased interest in OHV use have been forced into a smaller and smaller box. Oceano is the only place on the entire California Coast where riding is allowed. Closing this area down won't reduce dust to neighboring communities as long as there's sand and wind. (Check Guadalupe where, again, no one is complaining about dust, sand, particulates, in spite of that community's sometimes-sand-lined streets behind a dune complex that has been closed to vehicles for some 30 years.)

- Allow at least two contractors in any service area to service the park, or drop park limitations on service providers altogether. Allowing only one contractor (ie. one towing company, one wood purveyor, etc.) creates a monopoly that doesn't serve your public. Allowing two or more contractors in each field would allow for competitive pricing that would provide your park users options and less opportunity to be taken advantage of.

Oceano/Pismo entrance stations

- Study how Pfeiffer Big Sur State Park works its entry kiosk and expand entry services for Oceano. Big Sur manages to run two lanes (one for people who already have passes to enter while the other is for newcomers who need assistance). Oceano/Pismo, for whatever reason, has everyone wait in a single line while some are being served. Annual pass holders, those who already have their window tag for the day/week, should be able to simply enter and exit without creating more traffic in a line, idling and dumping unnecessary exhaust into the neighborhood.



Oceano Dunes <info@oceanodunespwp.com>

MY COMMENTS

1 message

Virginia Maier <ginnymaier@charter.net>
To: info@oceanodunespwp.com

Fri, Jun 8, 2018 at 12:05 PM

Thursday, June 7, 2018

Hello,

My name is Virginia Maier, and I live at Bluff Point, on a cliff overlooking the sand dunes. I am glad you asked our opinions and gave us an e-mail address. Thank you.

I think that driving on the beach and sand dunes should be prohibited forever. Have you ever wondered why it is that the ONLY place in the state of California is Oceano that allows it? It is because the other beaches are smart and don't want two or three dead people every year from overturned sand buggies, plus numerous accidents, plus sand particles making air pollution, plus the noise on weekends for those of us that live close by. Eventually, the mesa is going to become so populated you will have to close the driving part anyway. Why wait?

Any and all of the options in the newspaper article are viable and good possibilities to replace the driving on the beach. I would suggest to sieve through them for the ones that would bring in the most money for the town, as the town seems greedy for it. At least that is the only reason I have heard for continuing the dangerous sand driving.

Most Sincerely,
Virginia Maier
[2856 Northview](#)

[Avenue](#)

93420

Arroyo Grande, CA

living close.



Oceano Dunes <info@oceanoduneswp.com>

Mesa resident comment/complaint on the dunes park/campground

1 message

Debbie May <dmkittymama@yahoo.com>

Fri, Jun 8, 2018 at 3:41 PM

To: "info@OceanoDunesPWP.com" <info@oceanoduneswp.com>

Hello,

My name is Debra May and I moved to the mesa to be with my husband in 1990. For years there was this droning sound that I could not figure out. One morning I realized it was the dune buggies on the beach.

My question is, why has no one brought up the noise pollution that these machines produce? And WHY, oh WHY, is there NO CURFEW?

The sound carries and is extremely annoying, especially at night. There is a danger aspect when these carry on in the dark hours. I would like to see a curfew, not later than 9 p.m. or 10 p.m. Most places have an ordinance to close their public pool no later than 10 p.m. because that is when people go to SLEEP! Why isn't there a curfew for the dunes so people don't have to hear the droning sound all night?

Thank you

Debra May

Palo Mesa resident



Oceano Dunes <info@oceanoduneswp.com>

Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

1 message

Dorothy Modafferi <tdmod7@icloud.com>
To: info@oceanoduneswp.com

Fri, Jun 8, 2018 at 8:13 AM

To: California Dept. of Parks and Recreation

Since the Oceano Dunes State Vehicular Recreation Area was first formed, there has been a significant increase in population, growth of cities and housing, and the impact of traffic from the population growth and tourism. Decisions made several decades ago when OHVs were permitted is no longer pertinent because of this growth.

One of nature's natural resources is being destroyed by off highway vehicles riding in the Oceano Dunes State Park. The ability of people to enjoy the beauty of the dunes and ocean is harmed by the dangers of vehicular traffic so that people cannot feel safe to walk to the ocean and enjoy a peaceful day at the beach. The vehicular noise alone negates the peaceful feeling brought by being in nature. There are other OHV areas, away from cities and pedestrians, that could be used instead so that everyone can enjoy the dunes and ocean. Many of us stay away from the area because of safety concerns.

The fact that meetings are being held in Fresno to determine what will be done in San Luis Obispo County is troubling. The residents of San Luis Obispo County should be the primary decision-makers.

The issue of the air pollution from the OHV riding areas would be totally solved with the elimination of the vehicles on the beach. Instead, native vegetation, wildlife, and dunes formation could continue naturally. Everyone, including campers, would be able to safely enjoy this beautiful coastal area.

Dorothy Modafferi
Nipomo, CA



Oceano Dunes <info@oceanodunespwp.com>

Comments on Oceano Dunes

1 message

John Moule <johnmoule@earthlink.net>
To: info@oceanodunespwp.com

Fri, Jun 8, 2018 at 10:06 AM

The proposed changes at Oceano Dunes must include a serious dust abatement plan. I live in Nipomo and I am tired of breathing the dust that is coming from the SVRA. The dismal air quality in Nipomo is directly a result of the SVRA. I know that the mission of the California State Park System does not include vehicular recreation. It does include protecting the environment. Air quality must take precedence over vehicular recreation according to the mission of the California State Park System.

John Moule
410 Nopal Way
Nipomo, CA 93444



Oceano Dunes <info@oceanoduneswp.com>

Fwd: Comments on the Oceano Dunes

1 message

Laurance Shindeman <donlorenzo42@gmail.com>
To: info@oceanoduneswp.com

Fri, Jun 8, 2018 at 7:15 PM

Sent via 2 cans and a string!

Begin forwarded message:

From: Laurance Shindeman <donlorenzo42@gmail.com>
Subject: Comments on the Oceano Dunes
Date: June 8, 2018 at 7:07:36 PM PDT
To: info@oceanoduneswp.com

First let me state that I am not a "fan" of the mayhem and carnage and environmental impacts of the dune riders or the oddly named "friends of the dunes"...kind of Orwellian naming an organization for what it is not.

When you look at entrance fees at other parks in California, the fees at Oceano are way too low. Adding a few bucks will enable parks to actually have the funds to monitor the air and patrol the mayhem.

As to another entrance, I can understand that Oceano takes the brunt of the traffic, but adding another entrance is like squeezing a water balloon. The impacts are just spread around some more. Right now Oso Flaco is a nice nature walk. Why screw it up?

Also I'd suggest specific riding hours...from where I live on the Mesa you can hear the cacophony of motors well in to the early morning hours.

They're there to see the sunsets so says your survey....what nonsense. I've been on the dunes and few take the time to get off their quad fours and take in the majestic views. They're more interested in racing up and down the dunes, and horseshoe turns than take a moment out for nature.

There are coastal communities up and down the coast and only here is there off road riding. Perhaps those towns know something. Their economies flourish with tourism and ancillary activities where the tourists actually spend money in the local businesses that boost the economy. There are off road sites all over the site. That's what they want to do so let them ride their hearts out in those sites.

Provide a "good, better, best" environment for campers. Provide a hierarchy of services that will fund Parks. Right now it looks more like a caravan from the grapes of wrath with campers huddled together in circles to ward off the winds. The amenities are pitiful.

I'm not a camper. (That's why there are hotels). But the times that I visited the dunes; it was appalling in terms of the squalid conditions.

I've walked the dunes where there are no riders, and its ethereal. Why not encourage more day trips and hikes on the dunes and perhaps build a lodge for visitors. It would improve the local economy, add jobs (the politicians always go there) and provide more economic viability to Oceano. Right now its a coastal resource that is being squandered.

Laurance Shinderman
1878 Eucalyptus Rd
Nipomo, CA 93444
415-254-6762

Sent via 2 cans and a string!



Oceano Dunes <info@oceanoduneswp.com>

Parks Proposal

1 message

sandra tiffany <stiffany60@me.com>
To: info@oceanoduneswp.com

Fri, Jun 8, 2018 at 7:40 PM

- 1) The idea of an extended boardwalk is great for Oceana residents to help reclaim their beach access.
- 2) Moving the entrance to the Oso Flacco entrance is not. You will be moving the dust issue to Guadalupe and will tie up the already busy Hiway 1. The summer traffic on the 2 lane road is heavy!
- 3) There are many accident on the Dunes - and some deaths- due to lack of patrol. This needs to be addressed!
- 4) Remember the dust issue for Mesa residents!

Sent from my iPad
Sandi Tiffany



Oceano Dunes <info@oceanodunespwp.com>

RE:Public Comment for Oceano Dunes

1 message

Clark D'Souza <clarkcdsouza@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 9:21 AM

Attn: Katie Metraux, Acting OHMVR Planning Manager, [1725 23rd Street, Suite 200, Sacramento, CA 95816](#)

Please follow the links below to hear my concerns about the Oceano Dunes:

https://www.youtube.com/edit?o=U&video_id=murl8drQuss

<https://youtu.be/murl8drQuss>

Thank you,

Clark D'Souza
[2039 Beach Street](#)
[Oceano, California 93445](#)



Oceano Dunes <info@oceanodunespwp.com>

RE: Oceano Dunes Public Comment

1 message

Holly GoLightInfantry <hollygolightinfantry@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 9:35 AM

Attn: Katie Metraux, Acting OHMVR Planning Manager, [1725 23rd Street, Suite 200, Sacramento, CA 95816](#)

Please follow the link below to hear my concerns about the Oceano Dunes.

Thank you,

Clark D'Souza
[2039 Beach Street](#)
[Oceano, California 93445](#)

<https://youtu.be/ucv5l0kGggc>



Oceano Dunes <info@oceanodunespwp.com>

RE: Oceano Dunes Comments

2 messages

Holly GoLightInfantry <hollygolightinfantry@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 10:42 AM

Attn: Katie Metraux, Acting OHMVR Planning Manager, [1725 23rd Street, Suite 200, Sacramento, CA 95816](#)

Please follow the link below to hear my concerns about the Oceano Dunes.

Thank you,

Clark D'Souza
[2039 Beach Street](#)
[Oceano, California 93445](#)

https://www.youtube.com/edit?o=U&video_id=US32HQ7K6Ac

<https://youtu.be/US32HQ7K6Ac>

Holly GoLightInfantry <hollygolightinfantry@gmail.com>
To: info@oceanodunespwp.com

Fri, Jun 15, 2018 at 7:10 PM

[Quoted text hidden]



Oceano Dunes <info@oceanodunespwp.com>

Comments on pwp

1 message

Dustin <dusting5239@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 1:51 PM

Hi my name is Dustin Gotchal I am a nipomo mesa resident and a life long user of the odvsa. I would like to say I suport project a of the pwp. I also support a southern entrance to the dunes and Oregon dune like trail system that are one way if they are narrow or tight so head on accidents don't occur around corners.

thank you



Oceano Dunes <info@oceanodunespwp.com>

PWP public input

1 message

dustin haning <darksidefab17@yahoo.com>

Sat, Jun 9, 2018 at 4:59 PM

To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Thank you for compiling public commit on the scope of the Pismo SB and Oceano Dunes SVRA PWP

I am a local Nipomo resident I would like to start with saying in no way is the public or users of the OHV area happy with the agreement the state park got them self in. I was a horrible choice and could be the slow death of our OHV park.

In an effort to push forward with the PWP to hopefully save some of our park and get some recreation back here are my ideas.

. All abated areas should have trail systems. Some one-way and some more open. All trails should have wood or plastic posts no steel posts

. All abated bowls that cant be vegetated have trails to them for use.

. Trails should be installed in vegetation areas that have been taken from us already

. All fence lines should be pushed back to the states property line.

. The area south of Oso Flaco should be opened back up for riding. Either with open dunes or trail systems.

. The area for the Least Tern should be give back as they do not nest there anymore

. Maintained picnic areas in new veg islands and at Boy Scout Camp that are concrete pads with a table and over hang.

. All restrooms should have solar lighting

. All poles should have solar lights in the signs for marking areas

. More 15 MPH signs on the beach stating all vehicles limited to 15 MPH on beach and camping area

. All signage need to be in Spanish and English

. More if you pack it in pack it out signs as well as littering trash fine signs

. Vegetation islands should have disc golf installed

. A day use large oval parking lot for horse trailers with 12x12 pipe corrals around the boarder of the parking lot. and a round pin in center should be installed north of the ranger station (see attached photo)

. All entrances should have a fast lane for season pass holders or people that already have there day/night pass.

. The new entrance should also have beach access for trailers separate from the OHV entrance

. The new campground needs a full size dirt motocross track and a dirt kids track

. A new dump station close to the new camp ground.

. Air monitoring stations on the beach, after the OHV, on the perimeter of the dunes

. A concrete board walk for Pier avenue entrance to the Pismo Beach Pier

. Half dome Amphitheatre in dunes close to new campground

. Camping cut down from 999 to 750 because of lost riding area

- . Daily vehicle limits reduced by 25% because of the loss of riding area
- . Increase garage bin count by 1 at all times
- .



horse snip2.jpg
160K



Oceano Dunes <info@oceanodunespwp.com>

Oceans Dunes

1 message

Matt Howitt <howitt.matthew@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 7:32 PM

The best change that would help Oceano Dunes is to limit car access. This is one of the most beautiful beaches in California and it gets littered with cars. Not only is it an environmental hazard, it is a safety problem also. Many cars drive through the non car section and don't care they may hit people or even children, and the rangers are slow to respond. I think closing the Grand street entrance would help with this.

Other than that, I think opening a trail from Grand to Pier Avenue would be great, and nobody would want to look at a beach littered with cars.

Matt Howitt
sfhowitts@gmail.com
415-823-2376



Oceano Dunes <info@oceanodunespwp.com>

Re: Pismo State Beach and Oceano Dunes SVRA Public Works Plan – Scoping Period Reminder and Meeting Materials

1 message

Lyndi Love <lovehaning@yahoo.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 5:01 PM

Hi Katie,

Thank you for compiling public comments on the scope of the Pismo SB and Oceano Dunes SVRA PWP.

As a San Luis Obispo County resident, I would like to see the unique history and recreational opportunities preserved and enhanced at Pismo State Beach and the Oceano Dunes SVRA. The current recreational opportunities, especially OHV activity is especially important to our local economy. Please accept the following list of specific ideas/opportunities I would like to see considered:

- Enhance the equestrian parking area and provide a better equestrian trail system where equestrian and OHV opportunities can remain in harmony
- Create a concrete walkable/bikeable/skateable/ and dog friendly 2 lane boardwalk with doggy waste stations that extends from the current proposed boardwalk down to the Pismo Pier. Please reference the unique boardwalk opportunity offered in Monterrey. They are large enough to fit bicycle carts for an entire family to enjoy. This will also help the local bicycle cart rental businesses and local business facing the boardwalk.
- Solar lights in all restrooms
- Solar lit mile marker posts
- More doggy waste stations at Pismo SB and the SVRA
- A fenced off-leash dog area
- A few other kids play areas like the one off of Park Street in Pismo
- A southern entrance at the Oso Flaco area with full hookups – The ability to ride an OHV directly from the campground directly to the dune riding area (please research Winchester Bay Oregon campgrounds)
- Overnight parking near beach entrances
- Destination/meet-up locations out in the dunes with picnic tables/BBQ areas
- Motocross Track
- Kids Track

Thank you in advance for your time and attention.

Regards,
Lyndi Love-Haning
San Luis Obispo County Resident

Sent from my iPhone

On May 30, 2018, at 12:15 PM, Oceano Dunes PWP <info@oceanodunespwp.com> wrote:



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes SVRA PWP.

1 message

Melissa McNeal <melissam1048@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 1:53 PM

Hi my name is Melissa McNeal, I am a Nipomo Mesa resident for 20+ years. I support the development of Oso Flaco south entrance for development ogmm OHV use. Project A

Would also like to see restroom improvements, solar lights in the bathrooms, flushable toilets in the restrooms at the Pier Ave, and Grand Ave entrances.

Another suggestion, trails through the dunes like those up in the Oregon Dunes, that are wide enough for full size trucks to go through, possible a couple that are 1 way to help prevent head on collisions or other dangerous encounters.

June 9, 2018

California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

I am a 30-year resident of San Luis Obispo's south county who has explored the Guadalupe-Nipomo dunes complex for three decades. My frequent experiences in the dunes are "passive", experiencing all that the area, undisturbed by vehicle traffic, has to offer. The southern section of this unique complex (and it is complex!) needs to be preserved for dune lovers, researchers, and future visitors. Increased traffic, noise, and particulate matter (from the "grinding" of the beach and dune sand just north of Oso Flaco Lake) is inevitable if vehicular access to the beach is permitted at the southern end of the current OHV area.

As long as the number of vehicles allowed on the beach and in the dunes continues at the present level, I can understand the distress caused around the current access points. But access problems and reduction of "drive-on" beaches in other parts of the country are not justifications for increasing access near Oso Flaco Lake – especially since this area is so much more than a beautiful beach.

The Guadalupe-Nipomo dunes are a rare, irreplaceable resource. The convergence of history, geology, biology, and more, provides an experience that is unsurpassed. Where else do people experience undisturbed dune geology, Chumash middens, rare and endangered plants, an amazing variety of birds (including ones that attract people from a distance), bobcats on the causeway, and walk in footsteps described in 1769 explorer journals? The dunes currently provide educational opportunities for children and adults as well as health benefits for locals, eco-tourists and others. If you haven't already, take the walk from the parking lot, across Oso Flaco Lake, and to the beach; join the families, fishermen, nature lovers and others – more and more as time goes by. It's great for mental as well as physical health!

Suggestions to provide a southern entrance for vehicles to the OHV area and a campground close to Oso Flaco Lake are a concern for a myriad of reasons. It would infringe on the experiences of the "other" group of dune lovers who shut off their vehicle engines at the current parking lot. Allowing vehicular traffic all

the way to the beach will dramatically increase traffic and noise (an inevitable result would be more ATV activity in the dunes at the south end of the riding area), and will negatively impact the environment as well as the current passive recreational, educational, and eco-tourism opportunities. "Noise annoyance" would increase (currently the OHV is usually just background noise in the Oso Flaco area except on "bad" days). Nature without "urban noises" (vehicular traffic, etc.) reduces stress and is something many of us seek. In addition, with increasing numbers of ATVs at the south end of the riding area, the sand will be "ground" to finer particulate matter and the natural process of sand movement, saltation, would be disturbed and could affect air quality.

Finally, there are many positive reasons to maintain access to Oso Flaco as it currently exists. Health benefits from being in nature ("environmental exposure"), especially nature only minimally disturbed by human influence, provides physical and mental health benefits researchers are still discovering. Promoting and preserving what is unique about our area can result in unforeseen benefits. I've been to beach communities (Cape May, NJ is a great example) that promote their history, ecotourism, scientific research, and a healthy lifestyle. It can be quite lucrative.

Simply because the Oso Flaco Lake area is under the "control" of the OHV section of the state parks system, does not mean that off-highway riders should have even more impact on this rare, historic and scientifically significant area.

Sincerely,

Leslie Mosson
Nipomo, CA



Oceano Dunes <info@oceanodunespwp.com>

Oceano beach make over

1 message

Danielle Okerblom <pharmstar87@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 5:47 PM

Hello there my name is Danielle Okerblom and I live 5 minutes away for oceano beach California. I use the hiking trails every week to run my dogs off leash . I want to preserve the sense of isolation at that beach. I like the idea of a pier for development, but I don't think we need shops because two nearby beaches have shops and a pier and they have much better weather. Oceano is often overcast compared to other local beaches. I care tremendoulsily about the wildlife and animals there and other locals like me want to see wild habitat come back. I would like to see some long backpacking trails along the beach and campground at the end. Let us make it a fitness destination. Camoing is great but please lets limit the RV campground. They currently make up the entire pismo and grover camping area. I would like to see this area preserved for hiking, wildlife and maybe access for cars near the oil refinery so I don't have to see them. Furthermore we could increase the price to drive on the beach when we limit the access so it's still makes a decent amount of money. I can't imagine cars coming off the be a h completely.

Thanks Danielle Okerblom
805-478-4994



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes expansion

1 message

S D Phipps <sdppp22@gmail.com>
To: info@oceanodunespwp.com

Sat, Jun 9, 2018 at 7:41 AM

To California dept. Parks and Recreation,

In planning for the redesign of the park, I am in favor of a Pismo state Beach boardwalk and to improve services at the Butterfly Grove.

HOWEVER, until the air quality is improved from the riding area and the health of those who live downwind from the off road riding area is considered as important as recreation for those who live outside the area, I would be **strongly** opposed to :

- a.Moving the entrance of the park south
- b.Converting 120 acres of ag land to campground and staging area.
- c, . improving RV hook up and campground area at Oceano campground

There is an agreement with the State Parks to improve the air quality.
However, there is no history that they will comply. as they never have before.
Why should this be any different?

IF you really want to expand the services, the health of those who live nearby should be solved first and foremost.
Once good faith is shown by the State Parks, other ideas could be explored, but NOT UNTIL THEN!!

Sheila Phipps



Oceano Dunes <info@oceanoduneswp.com>

Oceano Dunes Recreational Opportunities

1 message

Mike Flippen <flip4020@yahoo.com>
To: info@oceanoduneswp.com

Mon, Jun 11, 2018 at 7:00 AM

Katie,

Recreational opportunities / use experiences I would like to see:

A pier at the end of Pier Avenue (with restaurants and a boat launch.

A boardwalk from Pier Avenue to Grand Avenue.

Thanks,

James Flippen
670 Mendel Dr
Oceano, Ca 93445

1040 Lido Lane
Mipomo, Ca, 93444

OHMVR Planning Manager;

State Parks has already developed a list of 8 proposed changes to the park based off a public input heard in a meeting last fall.

The Oro Flaco Campground and south entrance:
convert about 120 acres of leased land into a campground and vehicle staging and improved pedestrian + motor recreation access to the southern area of the park.

I am a retired Biology Prof. having taught at Hancock College for 25 years - age 93, ~~50+~~⁵⁰⁺ resident at above address.

~~My~~ Vehicles should NOT be allowed on our beach - they belong on roads. Vehicles have taken over our lives & culture. We must "Kick" our addiction ASAP.

My present methods of transportation are:
Walking, riding my bike, using my moped, using a modified trike, riding in other peoples cars (I do NOT own a car)

For my 90th B-Day I had a special celebration to which 150 people came - I was so proud of my life (but the end is near)

Vehicles do NOT belong on our beach -
come + walk on our beach, listen to the waves,
your life will be enriched.

Bill Denneen



Newspaper of the Central Coast • SanLuisObispo.com

EL TRIBUNE

LOCAL

OCEANO DUNES INPUT INVITED

State Parks officials are creating a new plan for the off-road park and are seeking comments and ideas from the public. **3A**

DUNES

oping the plan will likely take around 18 months. "This is not going to be a short turnaround," he said.

Already the agency has heard from dozens of people at public meetings in Arroyo Grande and Fresno in late May.

At those meetings, some requested a pier and additional equestrian facilities, as well as expanded off-road vehicle activities, like a kids' park. At least one park critic from the Sierra Club asked for vehicle traffic to be completely shut down for environmental reasons.

INITIAL PROPOSED CHANGES

State Parks already developed a list of eight proposed changes to the park based off of public input heard in a meeting last fall. They won't necessarily all make it into the final plan.

Oso Flaco Campground and south entrance: Convert about 120 acres of agricultural lease land into a campground and vehicle staging area, and improve pedestrian and motor recreation access to the southern area of the park.

Improve the park Corporation Yard: Expand life guards and police officer facility, add new structure for resource staff, improve parking and storage.

Improve Grover Beach Lodge: New RV dump station, new Pismo State Beach Golf Course entrance and parking, equestrian parking, equestrian

Improve visitor services at Butterfly Grove.

Pismo State Beach boardwalk: create accessible public access along foredunes between Grand and PiersAvenues.

COMMENTS ARE DUE JUNE 9 — HERE'S HOW TO PARTICIPATE

- Identify the recreational opportunities or use experiences you would like to see.
- Provide input on the proposed improvement projects.
- Provide input on the scope and content of the environmental impact report.

Email: info@OceanoDunes.com

Mail: California Department of Parks and Recreation, Attn: Katie McCaux, Acting OJNMR Planning Manager, 1725 28th Street, Suite 200, Sacramento, CA 95816

Monika Vaughan
805-781-7930
@MonikaVaughan

6-8-18

To Kate Metraux

Saw proposed changes + additions to Dunes
& Grove Beach in paper.

Wish to add my thoughts.

We live on Mesa + are subjected to coughs +
eye irritation not experienced before move here.
We would like ATV's abolished completely but
money seems more imp't to you than our health
& pristine beach.

There is noise to deal with plus sand particles
*When I have helped in cleaning beach by far
the most litter is on car side - clothes, food
containers, plastic, bottle caps + much more -
if greed prevails at least have more officers
patrolling the area.

I do not see need for changing Pismo Golf
course or most of the other changes listed
Except moving ATV's further down + establishing
entrance + camp ground around Oso Flaco.
The Grover Parking lot could be bigger I
suppose -

I hope you will get serious about ATV's
+ our health. All of your proposal have
been without merit so far.

Maureen Starkey

Maureen Starkey

580 Pinecone Way SANTA BARBARA CA 931

Arroyo Grande, CA

93420

06 JUN 2018 PM 11



RECEIVED

JUN 11 2018

DEPT. OF PARKS AND RECREATION
DIVISION OF OFF HIGHWAY
MOTOR VEHICLES RECREATION

Kate Metraux

Acting Director

Dept of Parks + Rec

1725 23rd St. St 200

Sac. Ca 95814

Dear Katie McTraup;

June 8, 2018

Not much time to communicate as the article seeking public input about the Oceano Dunes appeared in the Tribune June 7, with a comment due date of June 9. I hope this letter will be read and considered.

Having been a visitor to the dunes for 20 years before moving to Nipomo Mesa 20 years ago, the recreation and educational part of raising children was good for several reasons - family camping, learning responsibility, gaining confidence, some mechanical repairs and the ability to partake nature - Having met many locals that were born and raised in the Santa Maria Area the beach access was open from Mussel Rock or as others called it "Devils Slide" Out Flact Lake - up to Oceano Dunes - In 1980 the OHV area had been reduced to end at Post 7 - still a wonderful place to enjoy and visit.

Nipomo had a population of 6600 in 1997, but started being developed and population increasing. As well put by Bill Doreen (former instructor at Allan Hancock and an environmentalist) wrote for years about the Los Angelesification of the area.

The Mesa is a large sanddune, we live in an area of farm land, continually being plowed, we have wind, dust from farm land and blow sand from a stretch of beach is ongoing even before vehicles were developed.

What kind of illness is being diagnosed

from the particle count in the air?
Is this a case of moving to a rural
area and making it into the area you have
moved away from - Example: moving near
an airport or racetrack then being offended

by the noise -?? We are all in this world
together, each person has the right to
enjoy things. So compromise is doable.

The dunes have been continually reduced
in size since 1980 - development has
increased steadily. I don't hear complaints
from visitors to the dunes about the
increased number of homes and golf courses
that consume precious water and contribute
to congestion in the area -

This is a very small portion of California
coast line, continue to let it be enjoyed
by enthusiasts even if their life style
does not compare with yours -

Thank you -

I hope this is read:

BARRY SEIFERT
1458 LA QUINTA DR
NIPOMO CA 93444

(805) 748-8409



Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes

1 message

Mary Giacoletti <mpowergiacoletti@gmail.com>
To: info@oceanodunespwp.com

Tue, Jun 12, 2018 at 5:29 PM

I rely on the local paper, The Tribune, for news and messages. The delivery of said paper has been in turmoil of some sort for at least two weeks, so no paper. No reading of your invitation to submit a comment about recreation on the Dunes.

I am of the opinion that beaches and parks should be used as natural settings to experience a respite from the demands of progress.

There should not be vehicles on the beach. It's the opposite of a highway. Nor should there be fires on the beach. They are exceedingly unhealthy.

Thank you,

Mary Giacoletti
9349 Jasper Way
San Simeon, CA 93452
(805) 924-1690 mpowergiacoletti@gmail.com

Katie,

Recreational opportunities/use experiences

I would like to see:

- A pier AT The end of Pier Avenue
(with restrooms + A Boat launch).
- A Boatwalk from Pier Avenue to
Grand Avenue

Thanks,

James FLIPPEN
670 MENDEL DR.
OCEANO, CA 93445

flip4020@yahoo.com

2575 Bayside Place
Arroyo Grande, CA 93420
June 7, 2018

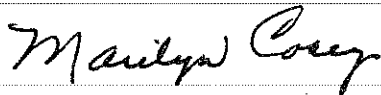
California Department of Parks and Recreation
1725 23rd Street #200
Sacramento, CA 95816

Attention: Katie Metraux, Planning Manager

The issue of air pollution of the Oceano Dunes is of great significance. It is time to take action! Stop or radically curtail the unsafe off highway vehicular riding at the dunes! Stop the air pollution! Stop the noise pollution! Stop spending precious funds trying to mitigate the problem! Instead, think about what to do with that high potential resource!

Here is one idea: Create a first class RV Park and Campground. Instead of the meager per night charge now in existence, a charge of at least \$30 per night could be levied. Nearby campgrounds charge over \$25 per night and have no hook ups, no dump station, and no wonderful ocean view. With the increased per night fee, the area could gradually be upgraded with a dump station and partial hookups. When completed, the area would be an extremely inviting campground to persons near and far and could charge at least \$50 (or more) per night. Who wouldn't want to camp next to the ocean? This plan would have a positive economic impact on local businesses and on county and state budgets. RVers spend money on gas, groceries, tourist items and attractions, food in restaurants, entertainment, repairs on motorhome, surfboards, kites and various personal items.

My late husband and I have motorhomed many miles and seen lot of our beautiful country. We would have valued the campground described above. I hope that my idea will be given serious consideration. The best part of this plan is that it could be implemented virtually overnight and for little cost, if only the political will is there!



Marilyn Corey

June 29, 2018

Dear Ms. Metraux:

Twenty seven years ago when we moved to this area of Central California, people were talking about how miserably windy it gets out there on the Nipomo mesa and they advised us not to live there either renting or buying a home.

Years later, it's still an issue and always will be. There are wind tunnels that also race through parts of San Luis Obispo and Santa Maria, too. One must be careful where permanently locating because of this.

Maybe builders shouldn't have built all those homes on top of the mesa, but it's too late now. Those unable to stand the wind should either move or live with it and quit making it everyone else's problem.

Geologists in our family know those sand dunes below the mesa were formed millions of years ago, have been there ever since and will continue to be there 'till who knows when. When the wind blows off the ocean, sand particles from those dunes are picked up and blown toward the mesa, scattering dust and sand for miles. Anyone can witness these occurrences on almost any day of the year by just driving south on the 101 freeway and gazing toward the distant coastal shoreline when passing through the areas of Shell Beach and Pismo Beach.

For the record, we have no particular interest in whether or not the beach is used for dune buggies or any other recreational vehicle activities which supposedly are to blame for stirring up and causing all the dust and sand to adversely affect people living on the mesa. The fact is, however, it is impossible to change the weather, and the people living on the mesa don't seem to understand this. Trying to change the weather would be like homeowners attempting to stop the ocean from periodically flooding their homes on the beach! No one can hold back the ocean! If people decide to live there, that's just one of the hazards of living there. Therefore, people, who bought homes there on the mesa, should live with the dust, the sand and the wind and quit blaming beach goers.

Obviously, there are those like lawyers, for example, who benefit hugely in the meantime and have benefited hugely for years by representing the arguments between those who want to keep the beach open to vehicles and those who want it closed down. Lawyers, for sure, just like those working for this state making huge salaries while these issues drag on and on, are in no hurry to resolve anything either, for this very reason. The public isn't stupid. They know what's underhandedly going on and the reasons why it's taking so long for any decisions to be made. It's because this ongoing issue is very lucrative for lawyers and state employees. But if vehicles on the beach are ever prohibited, the wind will not only forever continue to blow, but the state will lose thousands of dollars annually.

Even though geologists employed by the State of California have kept quiet on this contentious issue, refusing to speak up and geologically set the record straight in spite of the fact they certainly must clearly know earthly forces are continually taking place regarding the wind, the ocean and the sand dunes, we predict the state will keep the beach open to vehicles. Why? Well, because in any event, the cash register always wins.

California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd St., Suite 200
Sacramento, CA 95816

Re: Notice of Preparation of an Environmental Impact Report
Pismo State Beach and Oceano Dunes State Vehicular Recreation Area
Public Works Plan

Tonight I would like to address the PWP plan as it relates to my town of Oceano. Where I have lived and owed a home for nearly 2 decades.

I would first like to read from SB249 – recently passed with overwhelming support of the ORV community.

Section 7

The Off-Highway Motor Vehicle Recreation Commission has the following duties and responsibilities

(d) Consider, upon the request of any owner or tenant, whose property is in the vicinity of any land in the system, any alleged adverse impacts occurring on that person's property from the operation of off-highway motor vehicles and recommend to the division suitable measures for the prevention of any adverse impact determined by the commission to be occurring, and suitable measures for the restoration of adversely impacted property.

^{first}
~~With that direction~~ I ask that State Parks work with the community of Oceano, the County of San Luis Obispo and with our Oceano Revitalization Plan.

You ask what I would like in a new Parks Plan.

At the top of the list for Oceano I request Pier & Grand Ave cease being used as vehicle entrances. To be clear - I am not asking for the ORV riding area that is located a mile south of the Pier Ave. entrance to be closed, ~~or smaller~~. The recent Abatement order should address that.

But the traffic, noise, trash, number and size of the vehicles have increased exponentially of the years and offer no benefit – and only big problems to our community.

The “temporary entrance” has been a disaster for Pier Ave.

1. While a few ATV related businesses (one owned by a company in Las Vegas) and liquor store appear to be doing OK, a vast majority of Pier

Ave has empty lots, abandoned buildings and for sale signs. Prime California oceanfront real estate with "economic opportunity zone" tax incentives - has no buyers, empty lots have no businesses, abandoned restaurants and homes sit and rot.

2. 1000+ Oceano residents have only one small park and no safe beach.
3. The AG creek crossing is just as illegal now as it has been for the past 20+ years.

Using Pier Ave as an entrance to the Dunes ~~and crossing the AG creek has been illegal for decades and~~ holds our community- hostage. Keep the ORV activity in the dunes if you wish, but please spare our small town of Oceano from being the "Gateway" in this new plan.

I know a lot of people will reference the (extremely faulty) "Economic Impact Analysis" & my comments on that are included in my letter with photos.

On a personal note I have open my home on Air B&B for 2 years for approximately 200 people from all over the world. Only 4 guests have expressed any interest in coming here to participate in the ORV activity.

Most all want relaxation and walks on the beach & they choose to go to Pismo Beach where there are no vehicles.

Sincerely,
Bonita Ernst
1100 Belridge St.
Oceano, CA 93445

Show recent photo - tells the tale of 2 communities



Pismo Beach was named one of the best small coastal towns in America by USA Today. Among the reasons: "Visitors can rent rods to fish off the historic pier or grab a wetsuit to try out surfing." Above, the Pismo Beach Open surf contest was held in November.

USA Today names Pismo Beach one of the best coastal towns in America

BY LUCAS CLARK
lucasc@pismoarea.com

Pismo Beach has been named one of the best small coastal towns in America.

The San Luis Obispo County community received the second-most votes in USA Today's

contest for "Best Coastal Small Town," finishing behind only Georgetown, South Carolina.

An expert panel selected the top-20 cities, and readers voted for their favorite 10.

Qualifying cities had populations less than 25,000 people as of the last census.

USA Today highlighted

Pismo Beach's "spectacular sunsets" and access to SLO County wineries.

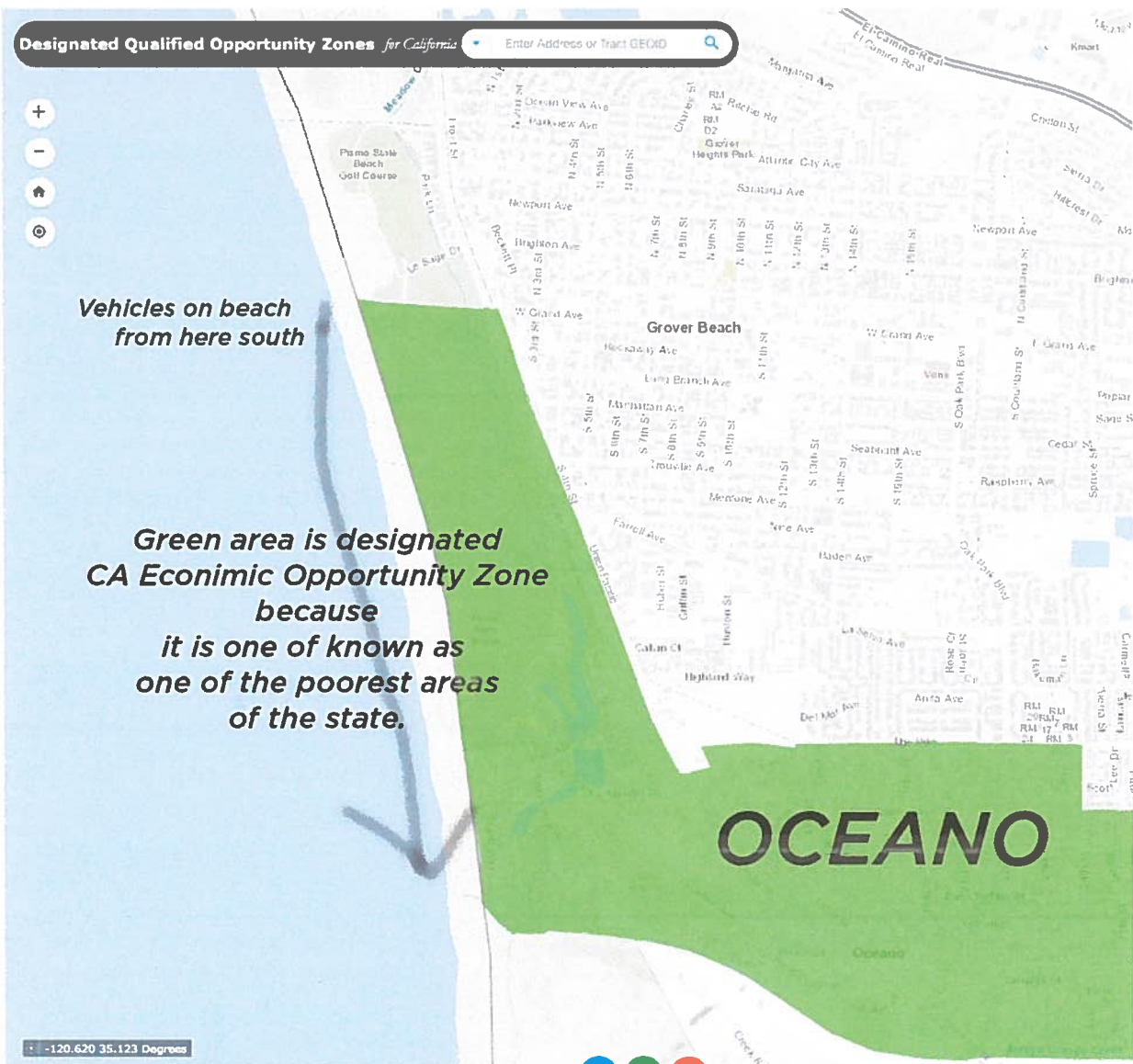
"Sited on California's central coast between San Francisco and Los Angeles, Pismo Beach offers long white sand beaches, spectacular sunsets and access to numerous area wineries. Visitors can rent rods to fish off the historic pier or grab a

wetsuit to try out surfing or body boarding. This classic California beach town feels straight out of the 1950s."

The Top 10 list: Georgetown, South Carolina; Pismo Beach, California; Esposito, Maine; Vermilion, Ohio; Gulf Shores, Alabama; Cape May, New Jersey

St. Simons Island, Georgia; Mystic, Connecticut; Southport, North Carolina; Bayfield, Wisconsin

Lucas Clark: 805-781-7915, @LucasClark_SLO





Abandoned restuarant for over 10 years

Abandoned house - trash & homeless





*Empty lot
Occasional
wood sale*

*Empty Buildings
Ocean front
Pier Ave.*



3 empty lots



Pier Ave - For Sale for a few years



ATV Businesses



*Sunbuggie
is based
in Las Vegas*





*Pier Ave.
Empty lots
weeds & trash*



Faulty Economic Impact Analysis

**SMG CONSULTING DESIGNED
& CONDUCTED THE SURVEY**



Carl Ribaud • 2nd

Destination Tourism Marketing Consultant, Strategist,
Writer, Speaker, Adventure Motorcycle Rider

South Lake Tahoe, California



SMG Consulting



Cornell University



See contact info



500+ connections

Connect

Message

More...

Years of racing motorcycles taught me that reading the changing terrain and competitive situation, and being agile to make tactical adjustments, were keys to success. These same insights and values have guided me in helping marketers develop successful tourism and destination marketing approaches f...

It should be noted that this study had a slightly different methodology (than past studies) in that information was collected from visitor's district wide and not just those visiting the SVRA. This is an effort to get a broader understanding of the economic impact throughout the district.

**Study included
visitors to
Monarch Butterfly
Grove - a nature preserve.**

- The top three activities those surveyed enjoyed outside the District were shopping (56%), sightseeing (33%), and visiting another recreation area or beach within the region (25%).

**ATV's not a top
activity**

Economic Impact Analysis

909 completed surveys

Sample Size: SMG collected over 3,850 participation forms of which there were 909 completed email surveys, a response rate of 24%. Those participating in the survey were provided an opportunity to win a gift card as an incentive to participate. The survey was resent to minimize non-response. Based on 909 completed surveys the confidence level is a minimum of 95% +/- 5%. A 95% confidence level with a 5-point margin of error means that the true answer lies between +/- 5 points from the percentage observed.

CA Highway 1 Discovery Route database of 60,000 travelers interests



- New research along with continual profiling of subscribers and website visitors, will optimize target markets, messaging and promotional calendars

CAH1DR database of 60,000 travelers offers travel interests (ranking)

- | | |
|--------------------------|-------------------------------------|
| 1. Coastal Road Trips | 8. Kind Travel & Stewardship Travel |
| 2. Wine, Beer & Culinary | 9. Spa, Hot Tub and Relaxation |
| 3. Free things to do | 10. Farmers Markets, AG Tours |
| 4. Beach and beach walks | 11. Water Sports |
| 5. Outdoor Adventures | 12. Dog Friendly Travel |
| 6. Hiking and biking | 13. Golf |
| 7. Art, History, Culture | 14. Motor Sports |

Motorsports is LAST



COMMENT SHEET

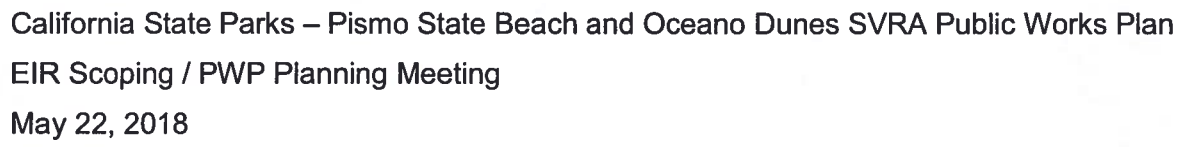
Name: Sean Hayes
Organization (if any): Pismo Dune Riders
Address (optional): _____
City, State, Zip: _____
E-mail address: Sean.Hayes@Home@yahoo.com

Comments

Please provide input on the following:

- Recreational opportunities or use experiences you would like to see
- Input on the proposed improvement projects
- Input on the scope and content of the Environmental Impact Report

We need more dumpsters in various locations
such as near each entrance, near several of
the bathrooms that are close to main camping zones
as it stands now the only dumpsters are
on the north side of Pole 2 and cannot
be accessed by OHV's





California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan
EIR Scoping / PWP Planning Meeting
May 22, 2018

COMMENT SHEET

Name:

Paul Cardona

Organization (if any):

Address (optional):

816 N. FREDERICK ST.

City, State, Zip:

93458

E-mail address:

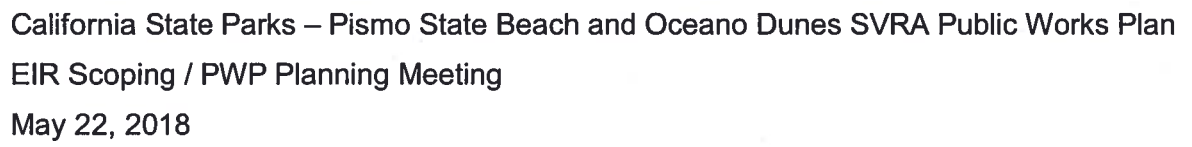
PCARDONA@THEGRID.NET

Comments

Please provide input on the following:

- Recreational opportunities or use experiences you would like to see
- Input on the proposed improvement projects
- Input on the scope and content of the Environmental Impact Report

Dune & Beach Erosion





COMMENT SHEET

Name: L. Reynolds
Organization (if any): _____
Address (optional): _____
City, State, Zip: _____
E-mail address: _____

Comments

Please provide input on the following:

- Recreational opportunities or use experiences you would like to see
- Input on the proposed improvement projects
- Input on the scope and content of the Environmental Impact Report

Why ~~are~~ is a meeting being
held in Fresno?

Why not hold more local
meetings for ^{local} residents
to attend?

This is costing tax payers
\$\$ to here what people
who are not residents of this
County have to say. If you this
might as well hold in areas that ^{area}
attracts other tourists to our



California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan
EIR Scoping / PWP Planning Meeting
May 22, 2018

How about tourists that come
from San Francisco?
San Diego?