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Date: 10/24/2014 08:36 AM

Subject: "Enjoy Not Destroy" The Central Coast

Ref: Phillips 66 Rail Terminal Expansion Project

"Enjoy not destroy" the Central Coast should be the premise and slogan when considering disapproval of the Phillips 66 refinery rail spur project in San Luis Obispo County.

Disapproval of the project is the obvious reaction from affected residents. Everybody knows that an oil refinery is undesirable.

Intuition is a good guide. People answer no when asked if they desire to live near, visit or see an oil refinery. They say no to expansion.

It speaks volumes when home sellers are legally compelled to formally disclose proximity to this extremely undesirable, pungent, unsightly and nuisance oil refinery, the expansion of which is a non sequitur.

Home buyers must be informed, legally, of this nearby, undesirable oil refinery.

Human beings agree that oil refineries in their neighborhoods are undesirable.

Expansion of an undesirable oil refinery is undesirable.

"Enjoy Not Destroy"

Sincerely,

John Davis  
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DAJ-01

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Date: 10/31/2014 04:29 PM  
Subject: Inflection Point

Murry Wilson

Reference: Phillips 66 Rail Spur Project

The Phillips 66 refinery was designed to be supplied by pipeline 60 years ago when the refinery was in a remote region without adjacent residential and resort developments. The pipeline supply has diminished sufficiently to require the refinery to receive oil by rail car; 22,000 oil-filled rail cars per year. This is an inflection point where a more dangerous process and facility continue operations or the people of San Luis Obispo County decide it is time to phase out the repulsive, heavy industry of oil refining beginning with rejection of the Rail Spur Project, and transition the pristine coastline to residential, retail and resort zoning with the original, existing and compatible agricultural and complimentary light commercial zones.

Permits have been issued for significant residential development in the area. Residential and heavy industry, certainly oil refinery operations, do not mix and are not compatible. The County of San Luis Obispo must have expected to resolve an increasing zoning conflict when it began to issue rising numbers of residential permits proximate to a an incongruous, incompatible oil refinery.

Considering the fact that the driving national demographic component is the retirement of 10,000 baby boomers per day, the future of the Mesa and Oceano Dunes region is recreation, "destination" and residential with desirable and compatible agriculture and light commercial.

The residents of San Luis Obispo County are at an inflection point. Does the county now create the future of the highest and best use, or does it perpetuate the dirty, repulsive heavy industry of oil refining that people have accommodated for 60 years with expansion now and predictable, further expansion in the future?

At this critical inflection point, the County of San Luis Obispo should deny permission to the Phillips 66 Mesa refinery for rail-spur expansion and, in deed, the refinery should be required to submit proposals for termination of operations, removal of facilities and relocation of the refinery itself within a reasonable period of time.

Respectfully submitted,

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DAJ-02

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Date: 11/10/2014 08:17 AM  
Subject: A Good Decision

Mr. Murry Wilson  
SLO County Planning Department

Reference: Phillips 66 Rail Spur Project

A decision to deny the refinery rail-spur expansion would be a good decision. There is not a citizen who could honestly say that a refinery with a rail-spur expansion yard is attractive. There is not a citizen who could honestly say that he or she has a desire to live near an oil refinery. The question for the county is whether a refinery is absolutely necessary and imperative. The answer is a resounding no. Clearly, the Central Coast is an attractive, pristine area of coastline that has grown over recent decades and will continue to develop as a residential, destination and resort area. This type of development is the highest and best use of this coastal region. For the county to deny the rail-spur expansion project would be a good decision a better decision would be for the County of San Luis Obispo to order the Phillips 66 refinery to cease operations, close its facility and relocate it to a more appropriate and remote area.

Life is dynamic for people, business and industry. We all evolve through constant change. I recently moved from Cerritos, California. The original city name was "Dairy Valley." It was literally dairies as far as the eye could see. A few years after my wife and I bought our house, the last dairy ceased operations, closed the dairy and relocated to Norco. Subsequently, dairies from the area of Norco have ceased operations, closed facilities and relocated to Visalia. These industrial facilities, dairies, began their lives in remote areas, functioned actively for limited periods of time, then found that their industrial viability in that location had come to an end. The owners took the appropriate and correct action, ceased operations, closed their facilities and relocated to a more appropriate and remote area.

Throughout Southern California industrial facilities and heavy industries have relocated in light of resort and residential development. After very many decades, the city just north of Cerritos, Santa Fe Springs, relocated multiple oil refinery and delivery facilities concluding just a few years ago. The environment was comprehensively remediated, rezoned to multi- and single-family residential with ancillary retail and commercial and developed with very attractive and expensive housing and shops. In the past, General Motors, Ford and Chrysler had at least five auto assembly plants in the area. They were replaced, here again, with resort, residential, retail and commercial development. Those heavy industrial operations were deemed inappropriate nuisances and some were considered contributors to unacceptable pollution levels, their paint operations in particular.

Southern California had a sports car race track in Riverside and drag strips in Long Beach and Irvine that

DAJ-03

lived their functional lives until it was decided by authorities that they were incompatible with and deleterious to residential development. Huntington Beach and Signal Hill, two cities in Southern California with extensive and pervasive oil drilling operations have terminated the activities of these heavy industrial concerns, relocated the facilities and conducted residential, retail and commercial development. In Buena Park, Nabisco had a food processing plant for about 50 years that was demolished relocated to a more remote and appropriate area as multi-family development occurred on the land.

There are many anecdotes about businesses, especially heavy industry, ceasing operations after many decades of vigorous activity, closing facilities and relocating to more appropriate and remote areas. Elected and civic officials throughout Southern California made correct and good decisions to achieve the highest and best use of that region. Master planned communities there are global models of appropriate development to this day. Discretion was the better part of valor for many community leaders who made difficult but good decisions to exclude certain types of business segments in approved zones. In some cases, Walmart was rejected and denied permits because it simply was not a "good fit" for the community.

There is absolutely no doubt that a decision by the County of San Luis Obispo to deny the rail-spur expansion project at the Phillips 66 refinery, in the pristine and beautiful area of the California coastline, the Oceano Dunes and the "Mesa," would be a good decision. An excellent decision. With a view to the future, it would also be a good decision for the County of San Luis Obispo to decide that the oil refinery itself has lived a long and sufficient life, has served the area well, but has come to the inflection point, where preserving regional aesthetics and determining the highest and best use of the Central Coast is imperative and that further county permission to conduct oil refinery operations must be denied.

Please make a good decision.

Respectfully submitted,

John Davis  
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DAJ-03  
cont

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Date: 11/14/2014 12:50 PM  
Subject: Keystone Pipeline Obviates Rail-Spur Project

Mr. Murry Wilson  
SLO County Planning Department

Reference: Phillips 66 Rail Spur Project

Today, the United States Congress passed the Keystone Pipeline bill. The Keystone Pipeline will be built and this pipeline will establish energy independence for America. This pipeline will take the burden off of the Phillips 66, Santa Maria refinery, making the rail-spur project completely unnecessary.

The Keystone Pipeline will take the burden off of the Board of Supervisors of the County of San Luis Obispo. The Board of Supervisors can safely eliminate the danger and pollution of the undesirable Phillips 66 oil refinery knowing that America's energy independence will be completely accomplished by the Keystone Pipeline. The Board can deny the Phillips 66 rail-spur project knowing that the Keystone Pipeline will obviate the need for expansion.

DAJ-04

The Board of Supervisors of the County of San Luis Obispo should deny permission for the Phillips 66 rail-spur expansion project.

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Date: 11/19/2014 12:48 PM  
Subject: Remote Original Refinery Location

Mr. Murry Wilson  
SLO County Planning Department

Reference: Phillips 66 Rail Spur Project

The Phillips 66 Mesa refinery is over 60 years old and was built at a time when its location was extremely remote. Residential, resort and agricultural zoning has since been increased and permitted by SLO County.

The refinery now sits adjacent to residential, resort and agricultural development on a pristine and protected coastline of great aesthetic value. It is intuitive that oil refineries and ancillary operations are not desirable as neighbors. The Phillips 66 refinery is no longer in a remote area. Refinery expansion should not be approved.

DAJ-05

The photograph below is of Pismo Beach, dated 1949. Shortly thereafter, the refinery was built. It has had a long and sufficient life. This region of the County of San Luis Obispo was mostly undeveloped, as shown in the picture, and the refinery site was very remote and an enormous distance from the sparse residential development.

Respectfully submitted,

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Date: 11/24/2014 12:22 PM  
Subject: 60 Years To Prepare For Residential Encroachment

Mr. Murry Wilson  
SLO County Planning Department

Reference: Phillips 66 Rail Spur Project

The Phillips 66, Mesa refinery has had over 60 years to plan for its disposition. The refinery has had 6 decades, or the equivalent of 12 5-year plans, to appropriately locate and conduct operations.

The Phillips 66, Mesa refinery knew 60 years ago that residential, resort and agricultural development would expand and eventually come into conflict with its undesirable, nuisance refinery operations.

The refinery was built in an extremely remote area over 60 years ago by Conoco Phillips (it was recently purchased by Phillips 66).

The County of San Luis Obispo has had the same 60 year period to consider the appropriateness of the refinery.

Because of the irreconcilable conflict with residential, resort and agricultural development, the San Luis Obispo County Board of Supervisors should deny the Phillips 66 rail spur expansion project.

Respectfully submitted,

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DAJ-06

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Date: 11/24/2014 01:27 PM  
Subject: Phillips 66 Can Afford Alternative Disposition To Rail Spur Project

Mr. Murry Wilson  
SLO County Planning Department

Reference: Phillips 66 Rail Spur Project

Phillips 66 is a global oil company with a \$44 billion market capitalization and annual revenue of \$175 billion.

Phillips 66 has adequate and sufficient amounts of capital to affordably resolve its Mesa refinery issues with alternative solutions, up to and including relocation.

Expenditures by Phillips 66 for alternative solutions would be negligible, deductible and minimized through depreciation.

A potential alternative to the rail spur project, relocation and refinery construction, is inexpensive for companies with income of \$175 billion per year. In 2012, NetRightDaily.com reported that, "North Dakota will begin construction on a

\$400 million refinery" and another report stated that Southwest Airlines purchased a refinery near Philadelphia for \$180 million. Costs such as these would be dwarfed by the worth, revenue and write-offs of Phillips 66.

Costs of alternative solutions for Phillips 66 would be infinitesimally small compared to its \$175 billion in revenue per year and its net worth of \$44 billion. BP easily afforded recovery from its catastrophic oil spill in the Gulf of Mexico.

The San Luis Obispo County Board of Supervisors should deny the Phillips 66 Rail Spur Project with full confidence that Phillips 66 can easily afford alternative disposition.

Respectfully submitted,

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DAJ-07

## Responses to John Davis Comments

DAJ-01, through DAJ-03	These comments do not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's concerns about land use compatibility, odor, aesthetics and visual resources, and Phillips 66 profits are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
DAJ-04	Construction of the Keystone pipeline could impact the economics of the Rail Spur Project by making Canadian crudes less "advantaged". "Advantaged crudes" in general terms is a subjective phrase that primarily reflects a preference for crude oil inputs based on favorable supply, demand, and pricing factors that are subject to and impacted by a dynamic, complex, and at times, volatile crude oil market. "Advantaged crudes" typically have limited pipeline capacity from the production area to refinery destinations. However, the Keystone pipeline project has not been approved by the United States Government at the time of the writing of this EIR.
DAJ-05	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The comment is about the age of the refinery and that it should not be expanded given the change in land use in the area. No further response is required.
DAJ-06	The Rail Spur Project's compatibility with existing and planned land uses is discussed in Section 4.8, Land Use and Recreation, of the RDEIR, which identified a significant and unavoidable impact on land use as a result of an unavoidable health risk hazard that would result from the project. The Project's consistency with applicable plans and policies is discussed in Appendix G of the RDEIR, and any identified potential inconsistencies are further evaluated in Section 4.8 of the RDEIR. The comment has been included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
DAJ-07	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The comment is about Diablo nuclear power plant. No further response is required.