
APPENDIX C2

Public Comments

December 6, 2023

Ashton Ellis
Santa Barbara County – General Services
Capital Project Division
1105 Santa Barbara Street
Courthouse East Wing, 2nd Floor
Santa Barbara, CA 93101

Sent Via Email: aellis@countyofsb.org

Re: Air Pollution Control District Response to Notice of Preparation of an Environmental Impact Report for Calle Real Campus Master Plan

Dear Ashton Ellis:

The Santa Barbara County Air Pollution Control District (District) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (PEIR) for the Calle Real Campus Master Plan. The County proposes the long-term development of the County's Calle Real Campus over the next twenty-five years (2025-2050), which would divide the Campus into five smaller campuses: Public Safety Campus, County Yards Campus, Jail and Government Center Campus, Health Campus, and Community Services Campus. The proposed project would demolish, renovate, or construct new buildings at all five campuses. A total of 103 buildings/structures are present on the campus comprising 791,700 square feet (SF) of building area on a footprint of approximately 14.9 acres. The Master Plan calls for the demolition of 306,300 SF of existing buildings, while 485,400 SF of existing buildings will remain or be renovated, in addition to new construction of approximately 540,000 SF of total building area. Project construction could start as early as April 2026 and last until December 2050. The total building square footage at the project site at complete buildout would be approximately 1,024,200 SF.

The Master Plan includes the relocation of some County functions from their downtown Santa Barbara campus to the Calle Real campus. Six potential low-income and workforce housing locations on the campus may be identified and their environmental review is being conducted separately in the County's Housing Element Update Program EIR. The Santa Barbara County General Plan land use designation for the project site is Institution/Government Facility, while the zoning is Recreational (307 acres), and Professional and Institutional (15 acres). The County's Calle Real Campus is located near the border of the City of Santa Barbara and the City of Goleta, encompassing approximately 323 acres from Hollister Avenue, south of US 101, to an area north of Cathedral Oaks, and includes 17 parcels.

District staff reviewed the Initial Study and NOP of a Draft PEIR, and concurs that air quality will be potentially significant. The District's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated January 2022), is available online at www.ourair.org/land-use. This document should be referenced for general guidance in assessing air quality impacts in the Draft PEIR. The PEIR should evaluate the following potential impacts related to the Calle Real Campus Master Plan.

1. Attainment Status and Consistency with the District's Ozone Plan. Attainment status for the County is posted on the District website at www.ourair.org/air-quality-standards. The most recent Ozone Plan (previously known as the Clean Air Plan) was adopted in December 2022 and is available at www.ourair.org/clean-air-plans. The District website should be consulted for the most up-to-date air quality information prior to the release of the Public Draft PEIR.

Consistency with local and regional plans, including the District's 2022 Ozone Plan, is required under CEQA for all projects. Consistency with the Ozone Plan should be evaluated on a case-by-case basis, and the PEIR should include an assessment of whether the proposed project will be consistent with the Ozone Plan. The Ozone Plan relies primarily on land use, population, and on-road emissions projections provided by the California Air Resources Board (CARB) as a basis for vehicle emission forecasting. All development projects should be evaluated to determine whether direct and indirect emissions associated with the project are accounted for in the Ozone Plan's emissions growth assumptions, and whether the project is consistent with policies adopted in the Ozone Plan.

Many industrial and manufacturing sources, as well as buildings with large heating devices or generator engines, may be subject to District rules and permit requirements. Institutional or industrial stationary source projects will generally be considered consistent with the Ozone Plan if they are consistent with District rules and regulations.

2. Land Use Conflicts Related to Mixed Use Incompatibility. As individual projects move forward, it is important to keep in mind that some uses may not be compatible and could result in potential nuisance problems (i.e. odors, dust, toxic air contaminants). Therefore, we recommend that siting of individual uses near residential dwellings and other sensitive receptors be carefully evaluated to avoid potential nuisance issues and minimize residential exposure to air pollutant emissions.

3. Impacts to Sensitive Receptors and Potential for Nuisance Issues. The PEIR should examine whether any of the operations associated with the proposed project will result in air quality impacts by exposing sensitive receptors (e.g. residential, childcare facilities, schools and youth centers, healthcare centers, or senior living communities etc.) to substantial pollutant concentrations. Examples of this type of impact include odors, dust, or toxic or hazardous air pollutants. The potential for other project emissions, such as odors and dust, to adversely affect a substantial number of people should also be evaluated in the PEIR.

As individual projects move through the land use permitting process and undergo subsequent CEQA analysis, the County should determine the potential level of risk associated with a proposed project by conducting a Health Risk Assessment (HRA) in accordance with the District's *Modeling Guidelines for Health Risk Assessments*, Form-15i¹, if the project has the potential to emit toxic or hazardous air pollutants or is located in close proximity to sensitive receptors. More information on HRAs can be found at www.ourair.org/air-toxics-for-business.

4. Increase in Criteria Pollutant Emissions from Proposed Project. The PEIR should present significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_x]) and particulate matter and determine whether the proposed project will produce emissions in excess of the thresholds.

¹ Available at www.ourair.org/wp-content/uploads/apcd-15i.pdf

The proposed project will involve air quality impacts associated with motor vehicle trips from the proposed public and institutional uses including employee commute trips, visitor trips, worker fleet travel, onsite off-road equipment, diesel fleet trucks, and trucks for delivery trips etc. Air quality impacts should be based on project-specific information and should be supported by technical studies, such as an air quality technical report and/or traffic study whenever possible. In addition to motor vehicle emissions, the analysis should include emissions associated with unpermitted stationary sources such as solvent usage (from the paint shop etc.), and heating and cooling equipment. These emissions (termed “area source” emissions) should be included in the operational phase emission evaluation. If any of the land uses are anticipated to require or affect current District permits (for example, intensification of use of the gas station or new diesel generators, large boilers etc., termed “stationary sources”), these emissions should also be presented in the analysis.

Stationary and area source emissions should be added to transportation source emissions prior to applying the project-specific thresholds of significance. If the proposed project exceeds the significance thresholds for air quality, mitigation should be applied to reduce those emissions as appropriate under CEQA. Section 6 of the District’s *Scope and Content* document offers ideas for air quality mitigation. However, project-specific measures should be developed that are pertinent to the specific project. Mitigation measures should be enforceable through permit conditions, agreements, or other legally binding instruments. The PEIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigations and establishes a mechanism for enforcement.

5. Construction Impacts. The PEIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project.

The District’s January, 2022 *Scope and Content* document, Section 6, presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The PEIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigation and establishes a mechanism for enforcement.

6. Asbestos Reporting Requirements. Since the project will involve demolition and renovation of existing structures, the PEIR should include a discussion of how materials will be removed in compliance with District Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos. Advance notification to the District may be required before asbestos is disturbed and/or removed. For additional information regarding asbestos notification requirements, please visit our website at www.ourair.org/asbestos.

7. Global Climate Change/Greenhouse Gas Impacts. Greenhouse gas (GHG) emissions and global climate change impacts should be addressed in the CEQA document. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

The PEIR should include a quantification of GHG emissions from all project sources (direct and indirect), present significance thresholds, and make a determination regarding the significance of impacts. In addition, we recommend that climate change impacts be mitigated to the extent reasonably possible, whether they are determined to be significant.

At a minimum, the project should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:

- Energy use (energy efficiency, low carbon fuels, renewable energy)
- Water conservation (improved practices and equipment, landscaping)
- Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
- Architectural features (green building practices, cool roofs)
- Transportation (reduce vehicle miles traveled, compact and transit-oriented development, pedestrian- and bicycle-friendly communities)
- Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers) see www.ourair.org/sbc/plug-in-central-coast/ for more information.

For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the CAPCOA CEQA & Climate Change document available at www.capcoa.org. CAPCOA has also published *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. The Handbook is available at www.caleemod.com/handbook/index.html.

The District has identified some potential strategies for local GHG mitigation that could be implemented in Santa Barbara County; these strategies are summarized and posted on the District's website at www.ourair.org/ghgmitigation-sbc.

8. Transportation Measures to Reduce Air Quality Impacts. The Calle Real Campus Master Plan and the associated PEIR should include measures that promote the use of alternate modes of transportation and focus on reducing vehicle miles traveled, vehicle trips, and peak-hour travel. Additional or enhanced transit services should be considered for the project area and surrounding community.

We hope you find our comments useful. We look forward to reviewing the Draft PEIR. Please contact me at (805) 979-8302 or via email at WongB@sbcapcd.org if you have questions.

Sincerely,



Bryan Wong,
Air Quality Specialist
Planning Division

cc: Planning Chron File



Mouhanad Hammami Director
Gustavo A. Mejia, CPA Interim Chief Financial Officer
Rryn Schumacher Interim Deputy Director
Darrin Elsenbarth Deputy Director
Dana Gamble, LCSW Deputy Director
Dr. Josephine Preclado Interim Chief Medical Officer
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Lars Selfert Division Chief

Environmental Health Services

225 Camino del Remedio ♦ Santa Barbara, CA 93110
805/681-4900 ♦ FAX 805/681-4901

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Lars Selfert Director of Environmental Health

December 7, 2023

Ashton Ellis, Senior Project Manager
County of Santa Barbara
1105 Santa Barbara Street
Courthouse East Wing, 2nd Floor
Santa Barbara, CA 93101
aellis@countyofsb.org

Subject: Notice of Preparation (NOP) for the Calle Real Campus Master Plan

Dear Ms. Ellis,

The Public Health Department, Environmental Health Services, is designated by CalRecycle as the Local Enforcement Agency (LEA) for Santa Barbara County, and is the responsible agency for providing regulatory oversight of solid waste handling activities, including permitting and inspections of closed landfills subject to California Code of Regulation (CCR), Title 27 requirements for solid waste sites. Upon review of the Notice of Preparation for the Calle Real Campus Master Plan project, the LEA requests the comments below on the proposed project be considered in the California Environmental Quality Act (CEQA) environmental review.

Project Description

The County of Santa Barbara, acting as Lead Agency, has prepared and circulated a Notice of Preparation (NOP) and Initial Study for a Program Environmental Impact Report (PEIR) for the Calle Real Campus Master Plan (proposed project) in order to comply with CEQA and to provide information to, and solicit consultation with, Responsible Agencies in the approval of the proposed project.

The proposed project is to develop a long-range vision for the existing campus of 17 parcels containing approximately 323 acres with approximately 782,000 gross square feet of existing County facilities. This includes existing buildings that are underutilized or past their useful life, while consolidating County functions to streamline service delivery. The project includes approximately 475,000 square feet of existing building to remain with renovations, and 539,000 square feet of new or expanded space added over the 2025-2050 time period, with a total building square footage of 1,024,279 square feet.

December 7, 2023

Ashton Ellis, Senior Project Manager
1105 Santa Barbara Street
Courthouse East Wing, Second Floor
Santa Barbara, CA 93101

Sent by Email

Re: NOP Public Comment: Calle Real Campus Master Plan Program EIR – Submitted 12/07/2023

Santa Barbara County Public Works, Resource Recovery and Waste Management Division (RRWMD) appreciates the opportunity to provide comments on the Notice of Preparation for the Calle Real Campus Master Plan. As you are aware, RRWMD operates the South Coast Recycling and Transfer Station (SCRTS), and manages the closed Foothill Landfill and Open Space including the Foothill Disaster Debris Management Site all located with the proposed Public Service Campus area of the Calle Real Campus Master Plan. Our comments on the NOP are provided below.

General Comments

The Initial Study doesn't appear to make reference to using the County's CEQA Guidelines and the County's Threshold and Guidelines Manual for the impact assessments. For consistency with other county environmental documents we would suggest using these County CEQA documents.

The Initial Study doesn't appear to discuss the disposition of offices within the Naomi Schwartz Building.

Please note the road accessing the public services campus is named County Road not Dump Road or County Dump Road.

RRWMD is proposing various upgrades to the SCRTS which conceptually include replacing the locker rooms, tower office, and two modular buildings, with a single facility at the same location. It would be beneficial to include these modifications in the Master Plan and Master Plan EIR.

Initial Study Comments

Initial Study Section 1.6

The Impact Terminology used is not consistent with the County's CEQA Guidelines (September 2020).

Initial Study Section 2.3.4

Although it may not be formally designated as ESH in the EGVCP, the closed Foothill Landfill (also referred to as the Foothill Open Space) has been restored with coastal sage scrub and riparian habitats which also included installation of coast live oaks under several state funded grants with matching county funds.

Section 3.1, Second Paragraph

In addition to Flood Control using a portion of the closed Foothill Landfill for disposing of debris from county maintenance activities, the closed Foothill Landfill has been identified as a Disaster Debris Management Site (Santa Barbara County, Regional Debris Management Plan, February 2020). Also, please note that the restoration identified in this paragraph was grant funded and included establishing trails on the existing landfill bench roads and installing interpretive signs. The closed Foothill Landfill also houses the Hearts Therapeutic Riding Center (Hearts) under a lease with the RRWMD.

Figure 3.5-4

It is noted that this plan is not to scale, but it would be valuable to have a figure/map that shows the proposed new facilities in the context of the Closed Foothill Landfill waste footprint and landfill infrastructure and environmental control systems. RRWMD can provide you with a map or coordinates of the boundary and other information to assist with the planning and impact analysis.

Based on preliminary review the new Parks Yard Building and parking lot are within the waste footprint. Also, there are gas probes around this area that are monitored quarterly for subsurface gas migration and existing buildings are monitored quarterly for presence of atmospheric methane. New buildings would also require monitoring.

4.3 d) Air Quality

The EIR should acknowledge the existing presence of facilities that may occasionally produce odors including the SCRTS, Hearts, debris management activities, etc.

4.4 Biological Resources

The EIR should acknowledge the biological value associated with the restoration of the closed Foothill Landfill with coastal sage scrub and riparian habitat as well as coast live oaks. The EIR should evaluate the impact on native and sensitive habitats from fire management activities that might be necessary in association with development of the campuses.

4.7 Geology and Soils

f) Please note, fossils have been observed in the drainage next to the closed Foothill Landfill and the cut slopes north and west of the SCRTS.

4.9 Hazards and Hazardous Materials

Depending on their final locations, some proposed facilities may be exposed to landfill gas from the closed Foothill Landfill and monitoring may be required. In addition, with regards to wildfire hazards please note that the Painted Cave fire burned the El Sueno neighborhood immediately east of the closed Foothill Landfill.

Figure 3.5-3

The group of building identified by the number 20 on the figure are no longer present. Those building associated with Hearts have been moved to a new pad further to the north, and south of the records building.

Figure 3.5.4

It appears that the “Sheriff Car Evidence Lot and General Service Auction Lot” are in an area leased to Hearts.

Section 4.19 d)

Please check spelling of Tajiguas as misspellings were noted in this section.

The demolition debris calculations and discussion in this section do not appear to be correct. Please verify that Phase II will create of demolition debris of over 45.55 million tons over a 20-year period (2030-2050). This number is extremely high and appears to be incorrect and should be recalculated.

Please refer to the EPA standards here: https://www.epa.gov/sites/default/files/2016-04/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fnl.pdf

The heaviest building material (excluding rock) is concrete (with and without rebar) at 860 lbs per cubic yard. The 45.55 million tons would be equivalent to over 100 million cubic yards of just concrete (other materials would likely push this into the unrealistic realms of close to half a billion cubic yards of material).

Table 4.19-2 is incorrect in that it calculates lbs per day. The factor of 158 lbs per square foot seems reasonable for one-time generation for demolition debris, but this would not be multiplied on a daily basis. The citation for this table is also not included in the references.

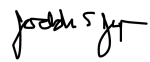
Although Tajiguas Landfill accepts C&D material, efforts are made to recycle these materials at SCRTS. Although Cal Green regulations are mentioned, additional calculations will be needed to

verify what percent of C&D material will end up at Tajiguas Landfill for disposal, as the landfill has limited capacity and is primarily reserved for our community's municipal solid waste (not C&D). MarBorg also operates a C&D recycling facility in Santa Barbara, and it may be appropriate to include them as a location in your Cal Green section.

Operational solid waste generation calculation appear to be correct; however, the information regarding the Landfill remaining capacity and anticipated life is no longer accurate. Please refer to the Tajiguas Landfill Capacity Increase Project Draft EIR which can be accessed at <https://www.countyofsb.org/1165/Environmental-Documents>, for the most update information on the remaining capacity and remaining Tajiguas Landfill service life. The Landfill capacity is now expected to be reached in March 2026 and RRWMD is proposing a limited capacity increase project to extend the service life to approximately 2038. Therefore, considering that only approximately two years of landfill life remains, solid waste impacts should not be considered a less than significant impact and should be analyzed in the EIR.

Should you have any questions regarding our comments, please contact me at jleipner@countyofsb.org or at (805) 364-1056 (Mobile).

Sincerely,



Joddi Leipner
Senior Engineering Environmental Planner
Resource Recovery and Waste Management

COMMENTS

While the closed Foothill Landfill (42-CR-0064) is mentioned in Section 3.1 *Project Background* of the Initial Study, the LEA notes the project includes structures on or within 1,000 feet of the disposal area. Additionally, all or portions of the gas monitoring network for the closed Foothill Landfill and the closed Cathedral Oaks Landfill (42-CR-0063), located northwest of the intersection of Cathedral Oaks Road and Camino Del Retiro, are located on the project's parcels and not included in project documents.

Postclosure land use requirements are established in State law and regulations to prevent hazards to public health and safety, and the environment from closed landfills. Closed landfills are generally constructed to have an engineered, low permeability final cover layer to limit water infiltration into the waste to protect groundwater and prevent public contact with waste and leachate. Perimeter gas monitoring probes are installed to detect the migration of landfill gases, such as methane, off of a site. Additionally, on-site structures and underground utilities within 1,000 feet are required to be constructed to prevent methane accumulation and perform periodic methane gas monitoring. Finally, subsidence in the waste area can occur and needs to be considered as part of building and infrastructure design.

Title 27 CCR Section 21190 contains specific requirements related to postclosure land use at solid waste sites. Please contact the Santa Barbara County Public Works Department, Resource Recovery and Waste Management Division to ensure the waste footprints, and gas monitoring network and related utilities are accurately mapped and considered in project documents. LEA review and approval, to verify compliance with 27 CCR Section 21190, is required for proposed postclosure land uses and for construction on or within 1,000 feet of the disposal area.

CONCLUSION

LEA staff thanks the Lead Agency for the opportunity to review and comment on the environmental document and hopes that this comment letter will be useful to the Lead Agency preparing the Draft PEIR and in carrying out their responsibilities in the CEQA process.

LEA staff requests copies of any subsequent environmental documents, copies of public notices and any Notices of Determination for this proposed project.

If the environmental document is adopted during a public hearing, LEA staff requests 10 days advance notice of this hearing. If the document is adopted without a public hearing, LEA staff requests 10 days advance notification of the date of the adoption and proposed project approval by the decision-making body.

If you have any questions regarding these comments, please contact Norma Campos Bernal at 805-681-4942 or by e-mail at NCamposBernal@sbcphd.org.

Sincerely,



Jason Johnston, REHS
Supervising Environmental Health Specialist

cc: Gina Weber, CalRecycle
Norma Campos Bernal, LEA

From: Dennis Whelan <dennismwhelan@gmail.com>
Sent: Thursday, November 2, 2023 12:47 PM
To: Ashton Ellis <aellis@countyofsb.org>
Cc: Wah, Jolie W. <jwwah@rrmdesign.com>; Robert Ooley <robert@ooley.com>; Tara Rizzi <tararizzi@aiasb.com>; Lisa Steele <lsteel805@gmail.com>
Subject: CALLE REAL CAMPUS MASTER PLAN

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Dear Mr Ellis-

I'm writing in regard to the Calle Real Master Plan, CEQA Initial Study
<<https://content.civicplus.com/api/assets/e22bc827-e49b-421a-ba1c-a3c9d80ff40c?cache=1800>>,
recently issued and have the following comment.

I wanted to make clear in the CEQA documentation that while the AIA does manage the archive of residential permits, these documents are the property of the County of Santa Barbara. This agreement has held for over 50 years, as the SB AIA recognized these documents as a valuable public resource, and should not be disposed of, as was planned by the CoSB. This has been proven as the archive responds to daily inquiries and assists with the duplication of approximately 50 requests per month.

While there is mention of the Architectural Archives in the Initial Study as a current occupant, there is no mention of the replacement and relocation of the space in the proposed master plan. Indeed, the building at 415 Camino del Remedio is indicated to be demolished (appropriately), it is incumbent upon the document to indicate that equivalent replacement space be identified.

Please revise the document to include this information.

Thank you for your attention to this issue.

Dennis M. Whelan, AIA

From: J. Michael Cicileo <jmichael@cicileo.com>

Sent: Sunday, November 12, 2023 9:57 PM

To: Patrick Zuroske <pzuroske@countyofsb.org>

Cc: Cynthia Cicileo <cindy@cicileo.com>

Subject: Proposed 24 apartment development in an R2 zoned residential neighborhood at 4555 Hollister Ave.

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Hello Patrick

It was a pleasure to meet with you and we sure appreciated your time to speak with you for a moment after the meeting last Wednesday for the County development end around our neighborhood.

We are mostly concerned about the 24 apartments going in at 4555 Hollister Ave. in our single-family home residential neighborhood with R two zoning per half acre?

There is a proposed development sign out front and Willow Brown's name is on it.

I am hoping you could connect me with her or with whoever I could speak with or where ever we could find out more information from so we could voice our opinions as a neighborhood regarding the proposed development of 24 apartments on a 1 acre Residential two lot at 4555 Hollister Avenue?

It would be great if you could pass on my info to Willow Brown, or whomever so I could speak with her about our concerns?

If she would check in I would much appreciate it?

I'm mostly concerned and not sure our Hope Ranch annex neighborhood knows that this is a very dense proposed apartment complex in our single-family, residential home neighborhood and it is right on Hollister at 4555 Hollister right across from the Ben Page youth center on a 1.1 acre lot.

They're trying to get approval to build 11 town houses and convert the one house to a townhouse as well with 24 apartments in our residential single-family home neighborhood and I as well as our neighborhood are quite concerned about it.

I don't think they've considered, first of all, the fact that it's only Residential 2 (R2) zoning per half acre which is basically four houses for 1 acre.

I don't believe they're considering the impact that this additional possibly up to 100 people and as many as 48 vehicles and possibly more, would impact this neighborhood where Hollister Ave. converts from 4 to 2 lanes?

I know they've been planning on developing the street but that's been in the planning since we moved here in 1984 to 40 years?

I don't think they've considered traffic and parking and additional congestion of Hollister Avenue?

Even with the four home development up the street, They had an issue with parking on Hollister Avenue and had to put up no parking signs on Hollister because cars were parking on both sides of the street, causing even more congestion and not only traffic but pedestrians incidents.

Even the fire part department complained because they have no access to get in and out of the property with fire trucks because of dense parking in that sub for home development on 1 acre?

That's with only four homes on 1 acre.

This proposed development is for 24 apartments?

I don't know if this development has considered all those issues and traffic congestion, being right where the four lanes converge to two lanes on Hollister Avenue

We live at 4565 Hollister Ave. and on a daily basis there are times when We can hardly get out of our driveway.

Also the surrounding schools are full, so where would any kids be able to go to school?

We have a daughter with grandchildren, wanting to live with us, but can't find any place for her children to go to school because they're all full with waiting lists to get in?

How would we protect against the additional vehicle and pedestrian traffic, to assure their safety and ours with no sidewalks and a very narrow 2 lane busy street?

There's drainage issues with runoff pouring into neighboring properties below the proposed development on Auhay Drive, and erosion that we don't feel or know if anyone has addressed regarding these issues and more!

I'm quite concerned and hoping we will all be able to speak our mind on this and try and prevent him or substantially downside this over Development from happening?

I believe these are all very legitimate concerns that we should all have regarding such a dense compacted development on such a small piece of property in a single family home residential area

They had a party on the property with a live band just last night and there were over 20 vehicles parked on the property and it was full with nowhere else on the property to park and they were parked out on the street illegally as well.

I've taken videos of that also ?

I don't know where they're going to fit all those units and the vehicles and I don't think they've even considered many of these issues especially the parking, pedestrian and vehicle congestion.

There could be up to 48 vehicle's with two per family or more, if there were two cars per household with 24 apartments there would be no place for them to park or where would they park?

I am concerned for our residential neighborhood and hopefully you can help?

Please let me know your thoughts and who we would connect with, and when there would be any sort of neighborhood meeting and hopefully we can come together and have a chance to voice our opinions, hoping they're going to be having meetings on this proposed development so we can try to prevent this from happening or make sure all issues have been considered and possibly consider a much less dense development?

Please let me have any options you have on this proposed development?

And how we might go about voicing our opinions and concerns and who we could talk to and how we could find out more about this?

I've been trying to find out and can't seem to find out anything or get anybody to let me know of any meeting dates or anything?

Patrick, please let me know who I would contact and if Willows the person if you could pass on my information to her I would much appreciate it or whomever else.

I think we would all as a neighborhood residential single-family neighborhood sure appreciate it! :-)

There's a sign out front at 4555 Hollister Ave. and any information you can give me or pass on would be greatly appreciated.

Additionally, I know the county is proposing to build 33 units on a half acre next to the fire station 13 on Hollister Avenue and 60 to 90 units at juvenile hall.

All this going on within a half mile of each other, all in Hollister Avenue?

I look forward to hearing from you appreciate your time and will talk to you soon.

Happy Thanksgiving.

Thanks and Blessings,

A concerned neighbor! :-)

Mike Cicileo,, 4565 Hollister Ave. in Santa Barbara,, CA 93110
805-967-3939

From: pysebrands@aol.com <pysebrands@aol.com>

Sent: Friday, December 8, 2023 9:38 AM

To: Ashton Ellis <aellis@countyofsb.org>

Subject: ublic Comment: Calle Real Campus Master Plan Program - Submitted 12/08/2023

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Thank you for the public notice of preparation of a program environmental impact report for the Calle Real campus master plan. Myself and many of my neighbors in the neighborhood are opposed to any increased development of the 53.9 acres stated as becoming the "Public Safety Campus. This area is an open space that provides habitat for wild animals that live in the area and travel from the Foothill preserve. Many of the homeowners have purchased homes in this area because of the views and peaceful surroundings. Cathedral Oaks road is not sufficient to handle any increased traffic between Hwy 154 and Turnpike. Our air quality has already been compromised for the past several years with the temporary use of the spot for the Montecito debris. This area has also been in the path of several major wildfires including the "Paint Fire" that destroyed over 400 structures. There is also a cemetery in the area and the possibility of tribal cultural resources. The county already has access to a Public Safety Campus located in Lompoc. The Fire Department can train at the Santa Barbara City drill grounds and the Sheriff's Department has the campus located below the Alpha School off the north end of Camino Del Remedio. We believe that the existing locations and buildings provide enough space for the County to remodel and consolidate its functions without expanding into undeveloped areas. Moving the County government seat from downtown is a waste of taxpayer money and completely unnecessary. We are already being impacted by the development of the new Regional Dispatch Center that is a complete duplication of the service the Sheriff's Department has been providing for years. It is my personal opinion that there are several facilities that are in need of a remodel but the idea of expanding to such a large footprint is not realistic for this area. Please continue to keep me informed of any additional developments or meetings regarding this matter.

Peter Ysebrands
pysebrands@aol.com

December 8, 2023

Ashton Ellis, Sr. Project Manager

RE: "Public Comment: Calle Real Campus Master Plan Program EIR – Submitted Dec 8, 2023"

County of Santa Barbara

Via email: aellis@countyofsb.org

Dear Ms. Ellis,

I am a resident of the El Sueno neighborhood and attended the public scoping meeting on November 8, 2023. I have read the "Calle Real Campus Master Plan, CEQA Initial Study" which states that "Transportation and Traffic" would have a "less than significant impact" from a CEQA environmental category standpoint. However, increased growth in housing and consolidated county building use over the next 8-10 years would contribute to a probable increase in congestion and traffic volume along the Calle Real frontage road affecting the county operations and residential neighborhoods between Turnpike Road and Hwy 154.

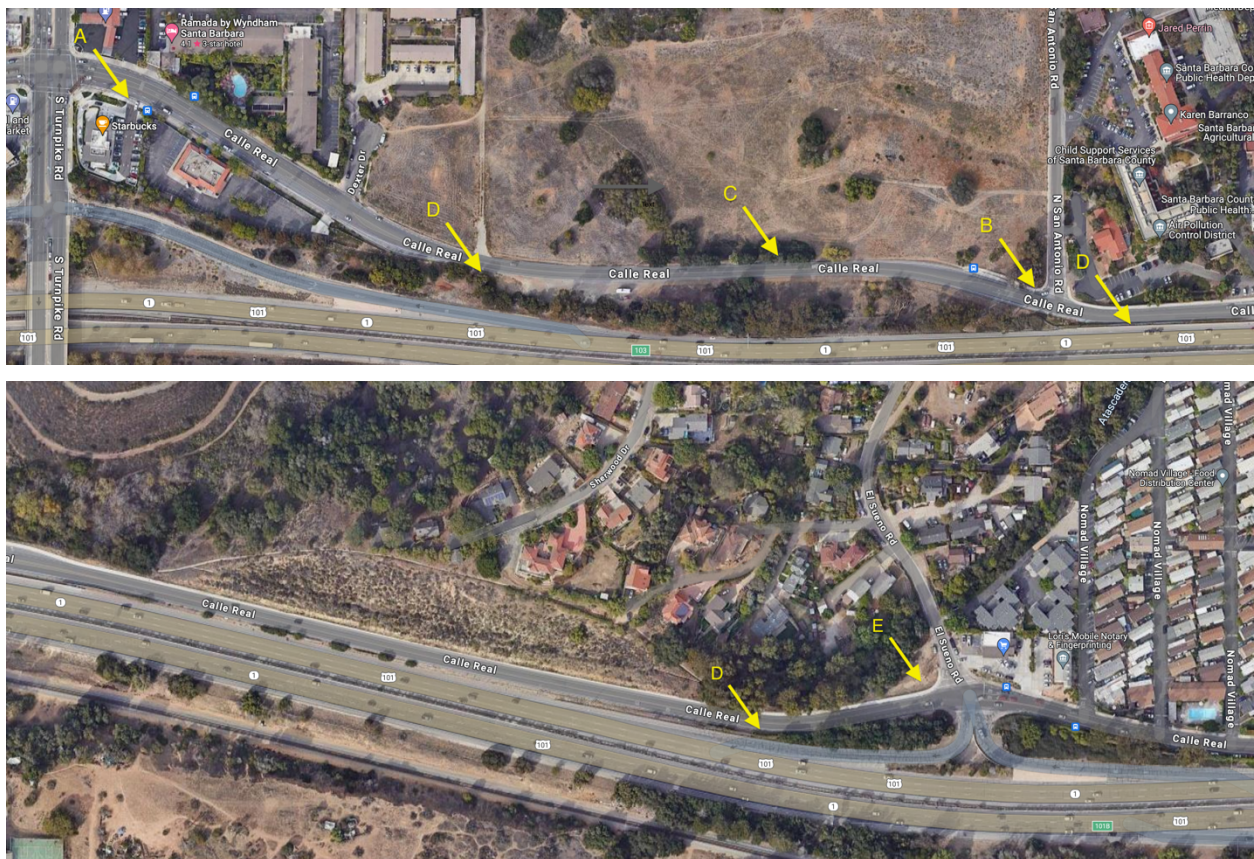
In the meeting, I asked questions about whether a traffic study would be conducted given the overall increase in housing and county building functions on or near the Calle Real Campus area. The answer of using "Miles Driven" metrics to be used for traffic flow estimations wasn't clear enough to me what that actually means and I'm assuming it's more environmental and air quality impact than actual quality of life impact. I would like to see a comprehensive study into how increased housing and county operations daily road use would impact congestion and safety for vehicle, pedestrian and bicycle use at peak times of the Calle Real frontage road between Turnpike Road and 154.

I have driven and cycled in this area for the past 20 years and would like to point out particular areas that should have focused study on how to mitigate traffic and safety issues along with some general suggestions that should be explored. I will summarize in list form and point out in a map view on the next page.

- A. Starbucks on Turnpike: Cars regularly queue up at peak hours blocking the lane bordering the Calle Real driveway entrance. Vehicles turning or entering onto westbound Calle real routinely have to move into the #1 lane and then dodge and maneuver around eastbound cars turning right or westbound cars turning left into the Starbucks driveway who are trying to bypass the drive-thru queue and enter the Starbucks parking area. This is probably the most frustrating daily issue I see during the morning drive hours. Turnpike pedestrians are usually secondary considerations to drivers on a mission to queue up here. This will only get worse with increased project traffic flow and also when the Chick-fil-a restaurant opens next door. There will be frustrated drivers that could cause potential safety issues who were already delayed and jammed up from the Starbucks backup and then have to curve quickly into another driveway jam. Further study of traffic congestion and safety issues should be done for this intersection and use cases.
- B. 35 MPH curve narrows at Calle Real and N. San Antonio road. The westbound traffic is controlled to 35 MPH due to the curve, but eastbound traffic is usually travelling faster. Westbound right turns onto N. San Antonio road generally surprise faster moving westbound through traffic and cause abrupt braking.

Perhaps an expanded right turn lane onto N. San Antonio Road be investigated or limiting the speed to 35 posted throughout that corridor.

- C. Lack of permanent sidewalk from N. San Antonio Rd to Dexter Dr. Pedestrians do not have a safe off-street passage along this strip and are forced to walk on the roadway. Vehicles must dodge wavering pedestrians regularly, creating a safety issue.
- D. I would like to see a study where a separated bicycle pathway could be built along the southern strip of Calle real bordering the 101 from eastern edge of the old IHOP restaurant property to El Sueno Rd. If the freeway border chainlink fence was removed and additional fencing put on top of the permanent concrete k-rail freeway divider, then additional space could be created for a wider eastbound bike lane that could be separated by a curb. This might also have enough space to support a bi-directional bikeway along that freeway edge all the way to El Sueno Road.
- E. El Sueno Road intersection: This has always been a weird intersection for bikes, vehicles and pedestrians. Each of the 4 stops that make up the intersection are offset slightly and create a situation where motorists are not quite perpendicular to each other. This offset creates a situation making it difficult for driver to driver eye contact to negotiate safe right of way launches. This intersection needs a better layout and I would like to see a reconfiguration study that also includes creating a roundabout which would also use some of the vacant land strip bordering Atascadero Creek. There seems to be more than enough land area to do this. A roundabout would also help alleviate heavier afternoon traffic and backups for eastbound commuters trying to get to 154 and southbound 101 via the 154 overpass.



Please communicate these recommendations to Gensler Associates and the appropriate County agencies related to the Calle Real Campus Master Plan. I would be happy to participate in further dialogue on plans or studies about traffic and safety along this Calle Real corridor.

Sincerely,
Ted Smith

From: Mary O'Gorman <mary.ogorman@gmail.com>
Sent: Friday, December 8, 2023 4:45 PM
To: Ashton Ellis <aellis@countyofsb.org>
Subject: Calle Real Master Plan- comments

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

December 8, 2023

TO: County of Santa Barbara, Ashton Ellis
From Mary E. O'Gorman
RE: Scoping Comments- Calle Real Master Plan

Libraries and Parks:

Please confirm if the residential development would be subject to payment of County Service Area fees, or if the new housing developments would be proposed to be added to the CSA3 boundaries, in order to capture fees.

Transportation

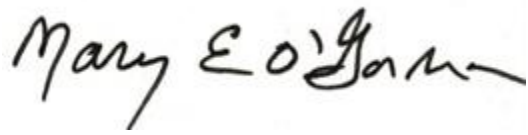
While this is “not a transportation project” [page 4.17-A], certainly many of the projects contained within the plan are likely to greatly impact transportation and circulation, and primarily, traffic, especially on Calle Real. Thousands of households use Calle Real daily, either in vehicles, on foot or on bicycles. Please consider the cumulative impacts of other pending projects [e.g. a new drive-through facility] when considering the impact of the possible Calle Real projects.

Policy Consistency

Please consider the policies in the Eastern Goleta Valley Community Plan- on all of the sections being studied== e.g.- EGV Plan contains policy recommendations for a new park on the Page Youth Center/Little League site, because of the shortage of parks south of the 101 between 154 and 217. There are many other programs and policies in the EGV Plan that reference the Calle Real Campus.

Finally, please consider that the Calle Real campus, all segments, is surrounded by residential development- much of it dense [eg the mobile home parks, affordable housing at St. Vincents, etc]. Please consider the impacts of all proposed development upon the existing neighborhoods.

Thank you
Mary O'Gorman

A handwritten signature in black ink that reads "Mary E O'Gorman". The signature is written in a cursive style with a horizontal line at the end.