

Appendix L

Comment Letters Received

Letter 1

From: J Kubel <jrkubel@gmail.com>
Sent: Friday, January 9, 2026 1:12 PM
To: Darryl Mimick <dmimick@cityofgoleta.gov>
Subject: Shelby Residential Project Public Comment

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Dear Mr. Mimick,

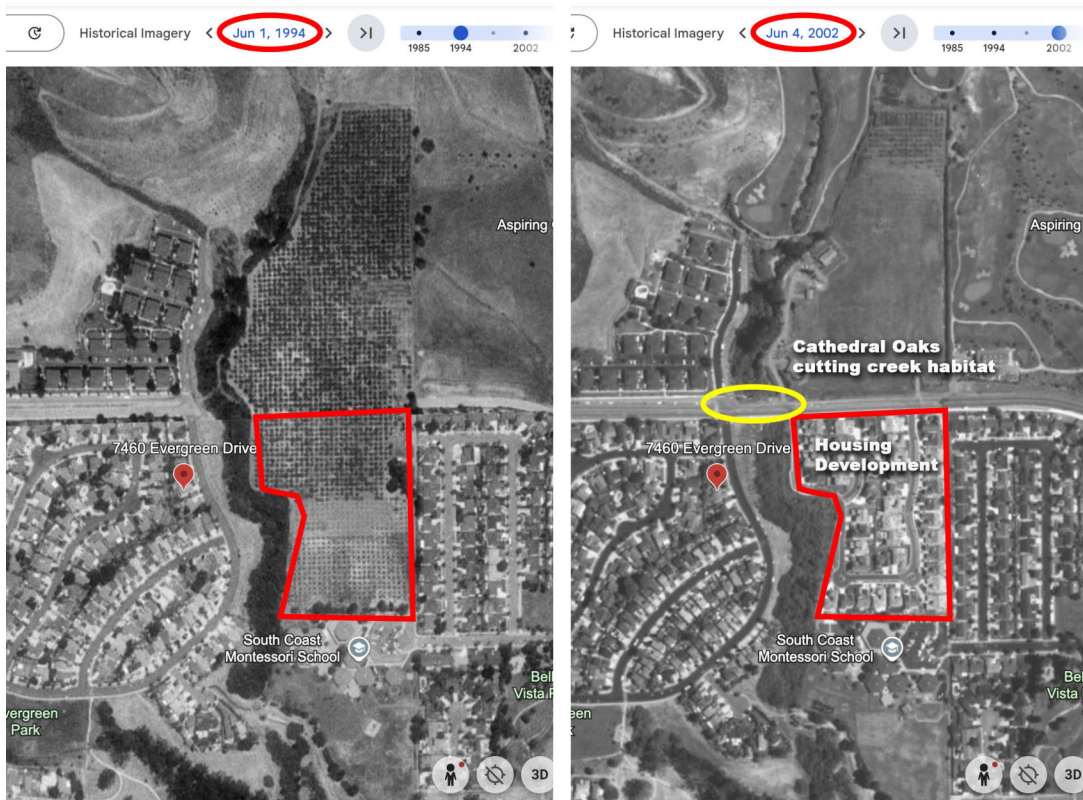
I would like to submit this email as public comment for the Shelby Residential Project.

My family has owned our home at 7460 Evergreen Drive in Goleta since 1970 which is just up the road from the proposed development site. In the 56 years since we have lived here there has been a steady increase in commercial and residential development that has diminished Goleta's natural habitat and historic farmland. Goleta is uniquely located adjacent to the Gaviota Coast. This essential wildlife habitat is the largest remaining stretch of undeveloped coastline (76 miles) in southern California. By keeping Goleta more rural, we can support the local wildlife that use this area for migration and connective habitat.

1.1

El Encanto Creek is an important riparian area, especially in the dry summer months, for many rare and common wildlife species. The Shelby Residential Project will be built right up against the creek eliminating important connective habitat to the east. In the late 1990s, Cathedral Oaks Road was extended cutting right through El Encanto Creek and a 43 unit housing development (The Crown Collection) was built on the east side. Since then, the number and diversity of wildlife species has declined. We feel the Shelby Development Project would put even greater pressure on the wildlife species who rely on this important riparian habitat and cause further species decline.

1.2



1.2
cont

Over the years, we have seen and heard the following wildlife:

- coyotes
- raccoons
- ground squirrels
- opossums
- mice
- gophers
- skunks
- rabbits
- foxes (prior to Cathedral Oaks Road being connected to the Winchester Canyon area in the late 1990s)
- snowy egrets
- red-tailed hawks
- woodpeckers
- frogs
- western fence lizards
- desert tortoise (wandered into our yard in early 1980s and was relocated by animal control)
- salamanders
- rattlesnakes
- garter snakes
- king snakes
- scrub jays
- a variety of songbirds
- great horned owls
- barn owls
- cooper's hawks

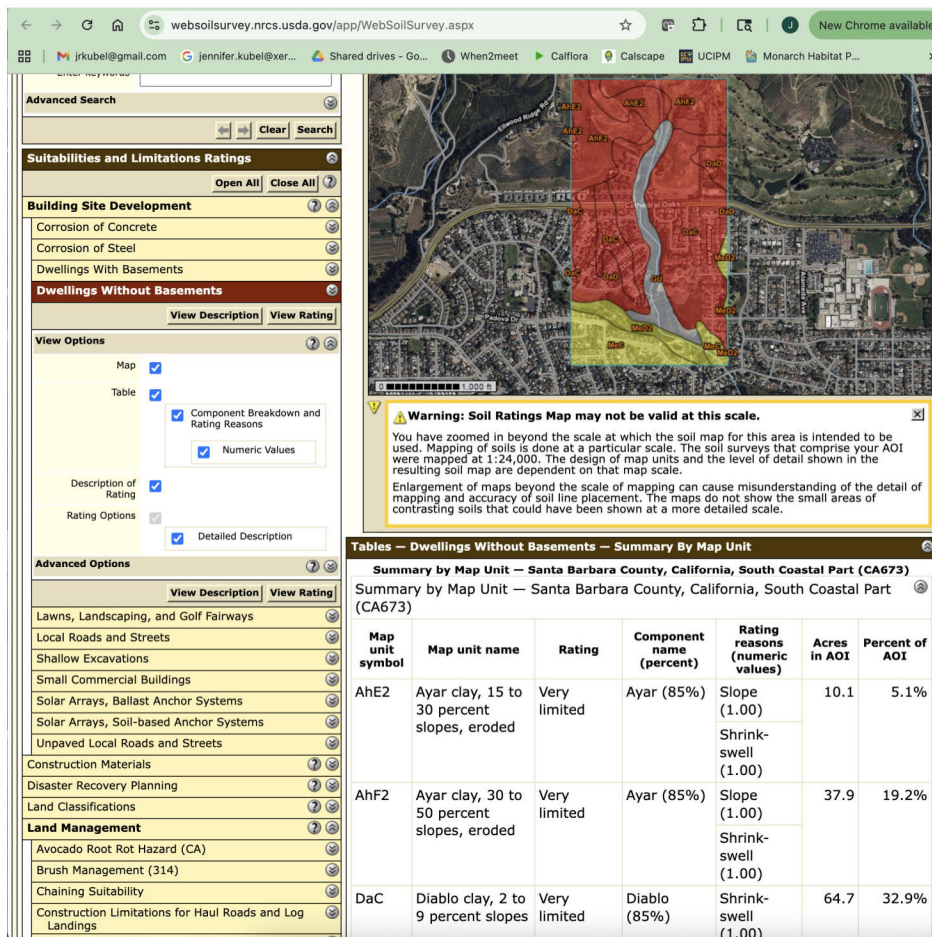
1.3

- turkey vultures
- bats
- mourning doves
- monarch butterflies
- swallowtail butterflies
- dragonflies
- spiders
- tarantulas (prior to Cathedral Oaks Road being connected to the Winchester Canyon area in the late 1990s)

1.3
cont.

In addition to the impact on wildlife, the heavy clay soils (Diablo Clay) around El Encanto Creek are very unfavorable to construction. Our home over the years has had significant issues with cracking in the walls and foundation due to the shrink and swell properties of this clay soils. In 1986, we had a dozen concrete caissons (20-30 ft. deep) installed under the house to stabilize it. Although this measure helped, we continue to have issues with cracking and water drainage.

I pulled up a web soils report from the Natural Resources Conservation Service that states the Diablo Clay around El Encanto Creek is categorized as "Very limited". This designation indicates that the soil has one or more features that are unfavorable for the construction of dwellings without basements. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected. Please see the attached soil report for more details.



1.4

Goleta frequently experiences periods of drought and wildfires. Water shortages can last from months to even years. Why would we add more housing that puts greater pressure on our local water supply? The Shelby Residential project would be built right up against the wildland urban interface putting the people and houses at greater risk during fire season.

1.5

1.6

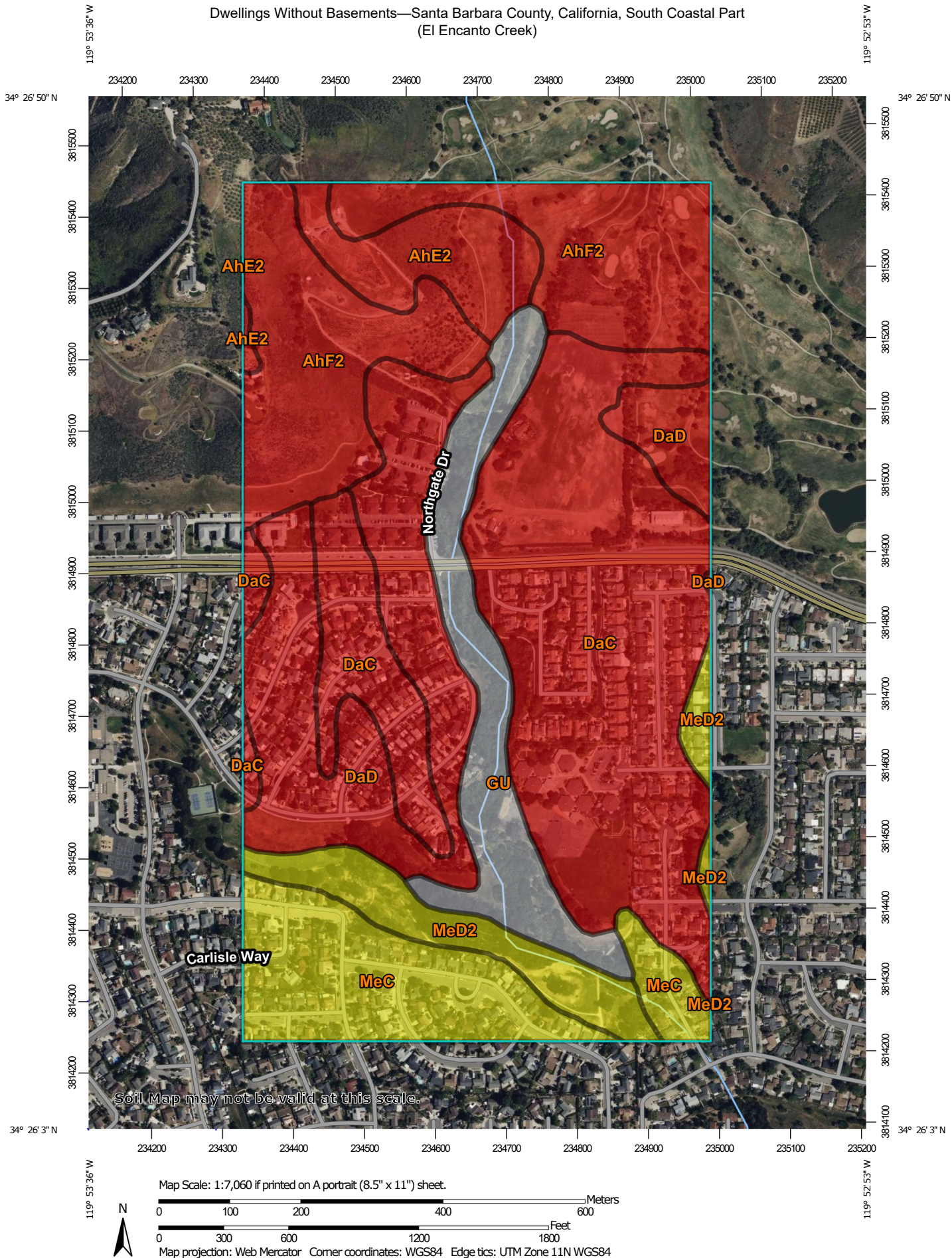
In short, oppose the Shelby Residential Project and the five proposed project alternatives listed in the Executive Summary.

1.7

Sincerely,
Jennifer Kubel
Leroy Kubel
Barbara Kubel
Calvin Kubel
Max Kubel

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Dwellings Without Basements—Santa Barbara County, California, South Coastal Part
(El Encanto Creek)



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Background

 Aerial Photography

Soils

Soil Rating Polygons

-  Very limited
-  Somewhat limited
-  Not limited
-  Not rated or not available

Soil Rating Lines

-  Very limited
-  Somewhat limited
-  Not limited
-  Not rated or not available

Soil Rating Points

-  Very limited
-  Somewhat limited
-  Not limited
-  Not rated or not available

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Santa Barbara County, California, South Coastal Part
Survey Area Data: Version 18, Sep 2, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 12, 2022—Apr 29, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Dwellings Without Basements

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
AhE2	Ayar clay, 15 to 30 percent slopes, eroded	Very limited	Ayar (85%)	Slope (1.00)	10.1	5.1%
				Shrink-swell (1.00)		
AhF2	Ayar clay, 30 to 50 percent slopes, eroded	Very limited	Ayar (85%)	Slope (1.00)	37.9	19.2%
				Shrink-swell (1.00)		
DaC	Diablo clay, 2 to 9 percent slopes	Very limited	Diablo (85%)	Shrink-swell (1.00)	64.7	32.9%
DaD	Diablo clay, 9 to 15 percent slopes, warm MAAT	Very limited	Diablo (85%)	Shrink-swell (1.00)	35.0	17.8%
				Slope (0.63)		
GU	Gullied land	Not rated	Gullied land (100%)		17.1	8.7%
MeC	Milpitas-Positas fine sandy loams, 2 to 9 percent slopes	Somewhat limited	Milpitas (45%)	Shrink-swell (0.42)	21.0	10.7%
			Positas (35%)	Shrink-swell (0.97)		
MeD2	Milpitas-Positas fine sandy loam, 9 to 15 percent slopes, eroded	Somewhat limited	Milpitas (45%)	Slope (0.63)	11.0	5.6%
				Shrink-swell (0.30)		
			Milpitas, stony (7%)	Slope (0.63)		
				Shrink-swell (0.30)		
Totals for Area of Interest					196.8	100.0%

Rating	Acres in AOI	Percent of AOI
Very limited	147.7	75.0%
Somewhat limited	32.0	16.3%
Null or Not Rated	17.1	8.7%
Totals for Area of Interest	196.8	100.0%

Description

ENG - Engineering

Dwellings are single-family houses of three stories or less. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Numerical ratings indicate the severity of individual limitations. The ratings are shown as decimal fractions ranging from 0.01 to 1.00. They indicate gradations between the point at which a soil feature has the greatest negative impact on the use (1.00) and the point at which the soil feature is not a limitation (0.00).

The map unit components listed for each map unit in the accompanying Summary by Map Unit table in Web Soil Survey or the Aggregation Report in Soil Data Viewer are determined by the aggregation method chosen. An aggregated rating class is shown for each map unit. The components listed for each map unit are only those that have the same rating class as listed for the map unit. The percent composition of each component in a particular map unit is presented to help the user better understand the percentage of each map unit that has the rating presented.

Other components with different ratings may be present in each map unit. The ratings for all components, regardless of the map unit aggregated rating, can be viewed by generating the equivalent report from the Soil Reports tab in Web Soil Survey or from the Soil Data Mart site. Onsite investigation may be needed to

validate these interpretations and to confirm the identity of the soil on a given site.

Rating Options

Aggregation Method: Dominant Condition

Aggregation is the process by which a set of component attribute values is reduced to a single value that represents the map unit as a whole.

A map unit is typically composed of one or more "components". A component is either some type of soil or some nonsoil entity, e.g., rock outcrop. For the attribute being aggregated, the first step of the aggregation process is to derive one attribute value for each of a map unit's components. From this set of component attributes, the next step of the aggregation process derives a single value that represents the map unit as a whole. Once a single value for each map unit is derived, a thematic map for soil map units can be rendered. Aggregation must be done because, on any soil map, map units are delineated but components are not.

For each of a map unit's components, a corresponding percent composition is recorded. A percent composition of 60 indicates that the corresponding component typically makes up approximately 60% of the map unit. Percent composition is a critical factor in some, but not all, aggregation methods.

The aggregation method "Dominant Condition" first groups like attribute values for the components in a map unit. For each group, percent composition is set to the sum of the percent composition of all components participating in that group. These groups now represent "conditions" rather than components. The attribute value associated with the group with the highest cumulative percent composition is returned. If more than one group shares the highest cumulative percent composition, the corresponding "tie-break" rule determines which value should be returned. The "tie-break" rule indicates whether the lower or higher group value should be returned in the case of a percent composition tie. The result returned by this aggregation method represents the dominant condition throughout the map unit only when no tie has occurred.

Component Percent Cutoff: None Specified

Components whose percent composition is below the cutoff value will not be considered. If no cutoff value is specified, all components in the database will be considered. The data for some contrasting soils of minor extent may not be in the database, and therefore are not considered.

Tie-break Rule: Higher

The tie-break rule indicates which value should be selected from a set of multiple candidate values, or which value should be selected in the event of a percent composition tie.

Letter 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Darryl Mimick

Hello Darryl,

I am writing in regards to the 7400 Cathedral Oak property EIP as a resident of the Goleta neighborhood of the property in question. In reading the assessment, I see high concerns about the traffic impacts of the development and a lack of sufficient mitigation for the concerns. You may be well aware that the neighborhood around Dos Pueblos High School, which is just one block away and down the Cathedral Oaks Road, already faces extreme congestion of traffic, particularly around the daily coming and going of student dropoffs pickups and arrivals at school and all school events. Sometimes traffic is backed up beyond the stoplight at the school and all the way to the stop sign at Glen Annie Road. This congestion is already an extreme problem and actually extends all directions from those intersections into the neighborhood surrounding the school and up and down Glen Annie and Cathedral Oaks Roads. I do not understand how it can be possible to add construction projects and more housing to this situation without FIRST addressing the traffic congestion situation. I'm also aware that there is a large approaching project of developing the Glen Annie golf course, which has been previously approved and I'm assuming will add extensive further traffic to those same locations. I am hoping beyond hope that this development will not simply be pushed through for its low income housing qualifications without due diligence to truly and sufficiently address the related traffic issues.

Thank you for your time and attention to this issue and I appreciate any feedback you're able to give me and updates on the process related to this development.

Sincerely,
Daniel Spach
Goleta resident
805 6361372.

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To: Darryl Mimick <dmimick@cityofgoleta.org>

Letter 3

Subject: Development notice.

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Hi,

I noticed A development noticed has been put up by Glenn Annie golf course.

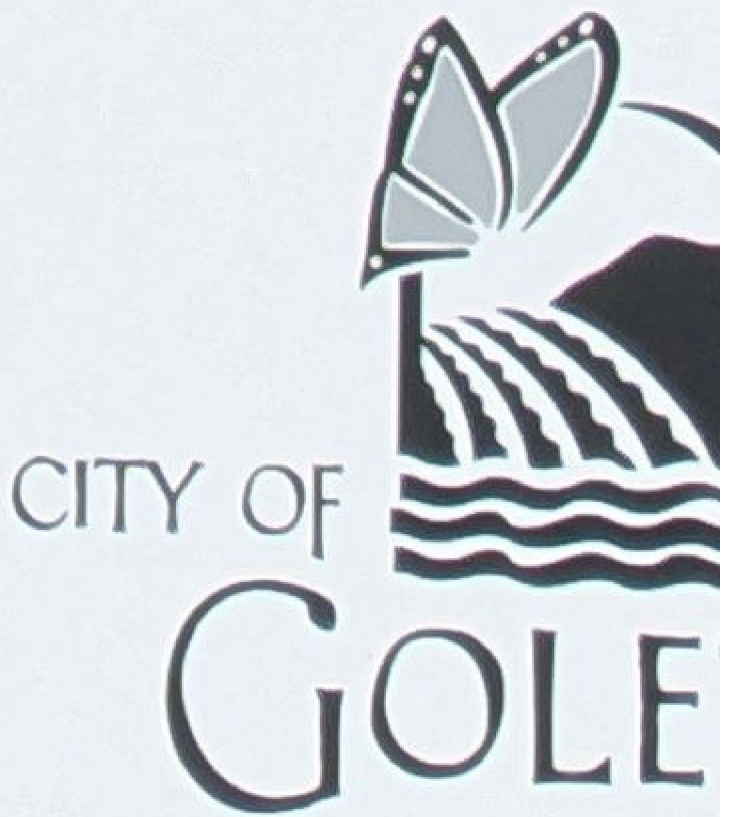
I was wondering if you had any information for me about this project. I also noticed that it has no review date or upcoming discussion date, does that mean it's final? Last the City of Goleta has had a hard time keeping up with maintaining roads in that area, maintaining the bike path in that area, maintaining traffic flow from the freeway to that area, maintaining freeway cleanliness in that area, maintaining water in that area, maintaining School traffic in that area. Maintaining fire depression at Glen Annie golf course in that area. Please tell me how they plan to maintain 1,000 homes?

Thanks,

3.1

3.2

Salvatore



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Letter 4

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission Members and City/County Council Officials,

I am writing as a concerned citizen and homeowner who lives in close proximity to the proposed Shelby Project at 7400 Cathedral Oaks Road, between Northgate Drive and the Glen Annie Golf Course.

I recognize the importance of housing development, including the inclusion of deed-restricted affordable housing. However, I have serious concerns regarding whether the existing infrastructure, traffic capacity, public services, and environmental resources in this area can adequately support the addition of 56 single-family dwellings.

The City and County of Goleta are already experiencing difficulty keeping up with existing maintenance and service demands in this corridor. Ongoing concerns include:

- * Inadequate bike path maintenance, with sections that feel unsafe for regular use
- * Road maintenance deficiencies, particularly along Cathedral Oaks Road and Glen Annie Road past the golf course, which have deteriorated to the point that many no longer feel safe riding my bike there
- * Fire protection and vegetation management challenges, especially along the Cathedral Oaks-facing side of Glen Annie Golf Course, increasing wildfire risk
- * Significant school-related traffic congestion, particularly associated with Dos Pueblos High School
- * Lagging highway cleanup and maintenance
- * Heavy congestion at nearby highway exits and surface streets, especially during peak commute hours

Given these existing conditions, I respectfully request that the City and County require a comprehensive and updated traffic impact study prior to approving this project. At a minimum, this study should include:

- * Peak-hour traffic analysis during school drop-off and pick-up times, particularly related to Dos Pueblos High School
- * Evaluation of traffic impacts at Highway 101 on- and off-ramps serving this area
- * Assessment of increased traffic on Cathedral Oaks Road, Glen Annie Road, and surrounding residential streets
- * Analysis of pedestrian and bicycle safety impacts, including effects on existing bike paths and crossings
- * Identification of required road improvements, signalization, or traffic-calming measures, along with a clear funding plan for implementation

In addition to traffic concerns, I am also deeply concerned about stormwater runoff, drainage capacity, environmental impacts, and water availability, particularly given ongoing drought conditions. These issues should be thoroughly evaluated to ensure the development does not exacerbate flooding, erosion, wildfire risk, or water shortages.

Along with this, I will add a personal note that I had EXTREME difficulty obtaining homeowners insurance giving the fact that I live close to the golf course, did you know that if you live within 200ft of wild-land insurance will

make you pay a large premium or possibly not ensure you at all? What are you planning to do for these residents?

4.5
cont.

I respectfully ask that approval of this project be contingent upon the completion and public review of these studies, along with clear mitigation measures that are fully funded and enforceable. Responsible growth must be balanced with infrastructure readiness, environmental protection, and public safety for existing and future residents.

4.6

Thank you for your time, consideration, and commitment to thoughtful and responsible planning.

Sincerely,
Sarah Wallace
Concerned Homeowner and Goleta Resident

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From: Laurie O'Brien <laurieobrien1@gmail.com>
Sent: Saturday, January 24, 2026 7:30 PM
To: Darryl Mimick <dmimick@cityofgoleta.org>
Subject: Re: Shelby Project Comment

Letter 5

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Darryl,

I am writing to formally express my opposition to the proposed Shelby development located at 7400 Cathedral Oaks Road in Goleta. As a nearby resident, I am deeply concerned about the project’s impact on public safety, traffic congestion, emergency evacuation capacity, and local schools.

5.1

First, the proposed density significantly exceeds what the surrounding infrastructure can reasonably support. Traffic congestion in this area is already severe, particularly during peak school and commute hours. The nearby freeway exit routinely experiences backups, and additional residential traffic from 56 new homes would further exacerbate existing bottlenecks. This raises serious concerns not only about daily quality of life, but also about emergency response times.

5.2

Second, the project site is located in a high fire hazard severity zone. In the event of a wildfire, evacuation routes are already limited and prone to gridlock. Adding dozens of additional households would substantially increase evacuation risk for both new and existing residents. Given recent wildfire history in California, it is imperative that new developments demonstrate realistic and safe evacuation capacity before approval.

5.3

Additionally, the development would place further strain on local schools, which are already managing capacity challenges. Increased enrollment without corresponding school infrastructure planning will negatively impact students, families, and educators.

5.4

I respectfully urge the Planning Commission to reconsider approval of this project as currently proposed, or at minimum require substantial revisions that address traffic mitigation, fire evacuation safety and school capacity,

5.5

Thank you for your time and consideration of these important community concerns.

Sincerely,
Laurie Petrolino

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Letter 6

From: Robin Denny Michael Powers <denny_powers@hotmail.com>
Sent: Friday, February 6, 2026 12:17 PM
To: Darryl Mimick <dmimick@cityofgoleta.org>
Subject: Shelby Residential Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Comments on proposed Shelby Residential project:

Glenn Annie Road is becoming more congested and has limited safe pedestrian and bike access.

6.1

The creek on the west side of the Glen Annie road is eroding and in some locations the creek bank is very close to the road.

6.2

Plans are needed to expand the road to accommodate increased traffic and address the potential for damage to the road due to further erosion.

Transit access is very limited and MTD will be hard-pressed to expand its services in this area. No diversion to transit should be considered in estimating vehicle traffic increases.

6.3

Thank you for considering these issues.

Michael Powers
283 Forest Drive
Goleta, CA. 93117