
APPENDIX C1

Public Comment Tracking Matrix

	Commentor	Date Sent	Topical Area(s)	PEIR Section where comments are addressed
1	Dennis Whelan E: denniswhelan@gmail.com	11/02/2023 Via Email	<p>General Comments</p> <p>AIA does manage the archive of residential permits, these documents are the property of the County of Santa Barbara.</p> <p>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.</p> <p>415 Camino del Remedio is indicated to be demolished (appropriately), it is incumbent upon the document to indicate that equivalent replacement space be identified</p>	2.0 Project Description
2	J. Michael Cicileo E: jmichael@cicileo.com	11/12/2023 Via Email	<p>General Comments</p> <p>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.</p> <p>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.</p> <p>Been planning on developing the street but that's been in the planning since we moved here in 1984 to 40 years?</p> <p>Don't think they've considered traffic and parking and additional congestion of Hollister Avenue.</p> <p>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.</p> <p>Surrounding schools are full, so where would any kids be able to go to school.</p>	<p>These comments do not address the proposed project.</p> <p>The County send these comments over to the Planning & Development Department on 11/13/2023 for their review.</p>
3	Air Pollution Control District (APCD) Santa Barbara County Bryan Wong, Air Quality Specialist, Planning Division T: 805/979-8302 E: WongB@sbcapcd.org	12/06/2023 Via Email	<p>General Comments</p> <p>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 <i>Scope and Content of Air Quality Sections in Environmental Documents</i> (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.</p> <p>Attainment Status and Consistency with the District's Ozone Plan</p> <p>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.</p> <p>Land Use Conflicts Related to Mixed Use Incompatibility</p> <p>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.</p> <p>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.</p>	4.2 Air Quality 4.7 Greenhouse Gas Emissions 4.10 Land Use and Planning 4.8 Hazardous Materials 4.12 Transportation

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			<p>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 <i>Modeling Guidelines for Health Risk Assessments</i>, Form-15i, if the project has the potential to emit toxic or hazardous air pollutants or is located in close proximity to sensitive receptors.</p> <p>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 [NOX]) and particulate matter and determine whether the proposed project will produce emissions in excess of the thresholds.</p> <p>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.</p> <p>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 <i>Scope and Content</i> 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.</p> <p>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 <i>Scope and Content</i> 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>At a minimum, the project should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:</p> <ul style="list-style-type: none"> • 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) 	

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			<ul style="list-style-type: none"> • 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. <p>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.</p> <p>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.</p>	
4	<p>Santa Barbara County – Public Health Department Jason Johnston, REHS, Supervising Environmental Health Specialist 225 Camino del Remedio ☐ Santa Barbara, CA 93110 805/681-681-4942 Norma Campos Bernal E: NCamposBernal@sbcphd.org</p>	12/07/2023 Via Email	<p>General Comments 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.</p> <p>The closed Foothill Landfill (42-CR-0064) is mentioned in Section 3.1 <i>Project Background</i> of the Initial Study, the LEA notes the project includes structures on or within 1,000 feet of the disposal area.</p> <p>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. 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.</p> <p>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.</p> <p>LEA staff requests copies of any subsequent environmental documents, copies of public notices and any Notices of Determination for this proposed project.</p> <p>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.</p>	4.14 Utilities and Services
5	<p>Peter Ysebrands E: pysebrands@aol.com</p>	12/08/2023 Via Email	<p>General Comments 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.</p> <p>Cathedral Oaks road is not sufficient to handle any increased traffic between Hwy 154 and Turnpike.</p> <p>Our air quality has already been compromised for the past several years with the temporary use of the spot for the Montecito debris.</p> <p>This area has also been in the path of several major wildfires including the “Paint Fire” that destroyed over 400 structures.</p> <p>There is also a cemetery in the area and the possibility of tribal cultural resources.</p> <p>The county already has access to a Public Safety Campus located in Lompoc.</p>	4.1 Aesthetics 4.3 Biological Resources 4.10 Land Use and Planning 4.15 Fire Protection Services and Wildfire

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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
6	Ted Smith	12/08/2023 Via Email	<p>General Comments</p> <p>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.</p> <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> 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 offstreet 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. 	4.12 Transportation

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			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.	
7	Mary E. O’Gorman mary.ogorman@gmail.com	12/08/2023 Via Email	<p>General Comments</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	4.12 Transportation 4.10 Land Use and Planning