

#1

Sarah Mayer Public Comment - Group II

From: Jacquelyne Alexander
Sent: Thursday, May 2, 2024 3:04 PM
To: Sarah Mayer
Subject: RE: South County Rezones

LATE
DIST

Sarah,

Please include the below email with public comment on tomorrows item.

Kind Regards,



one
COUNTY
one
FUTURE

Jacquelyne Alexander
Chief Deputy Clerk of the Board of Supervisors
County of Santa Barbara
105 E. Anapamu Street, Suite 407, Santa Barbara, CA 93101
t: 805.568.2245 f: 805.568.2249
jalexander@countyofsb.org

Sign up for news and announcements from the County at www.countyofsb.org.

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From: deborah holmes <deborahparkholmes53@icloud.com>
Sent: Thursday, May 2, 2024 6:56 AM
To: sbcob <sbcob@countyofsb.org>
Subject: Fwd: South County Rezones

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.

Could you please forward this letter bto Bob Nelson and Steve L, their email addresses are bouncing back.
Thank you,
Deborah Holmes
Sent from my iPad

Begin forwarded message:

From: deborah holmes <deborahparkholmes53@icloud.com>
Date: May 2, 2024 at 6:52:08 AM PDT

To: Supervisor Das Williams <SupervisorWilliams@countyofsb.org>
Cc: jHartmann@countyofsb.org, Laura Capps <lcapps@countyofsb.org>, Stuart Kasdin <skasdin@cityofgoleta.org>, Paula Perotte <pperotte@cityofgoleta.org>, sbcob@countyofsb.org, jkyriaco@cityofgoleta.org, krichards@cityofgoleta.org, Luz Reyes-Martin <lreyes-martin@cityofgoleta.org>
Subject: Re: South County Rezones

Dear Supervisor Williams,

Thank you for reading and responding to my letter so promptly,

I appreciate your offer for me to select the areas for rezoning. However, I want to hope and trust that our elected officials and staff have the necessary resources, skills and knowledge at their fingertips; and have also been thoughtful, fair and diligent in this very important matter.

A critically important aspect of building trust with the community, especially when significant changes are being proposed, is demonstrating a commitment to fairness and equitability. What the current proposal does is put an undue burden on one set of neighborhoods for satisfying the County's Housing element. How can building the vast majority (approx 70%) of new homes directly abutting the borders of one city be fair or equitable? It is bad planning and needs to be reconsidered.

You mention in your response:

"What you should know is that the State Housing Law now prohibits the County (cities have to follow this, as well) from placing barriers on housing development through the use of LOS standards".

I have been informed by a member of Goleta city council that this is not true. Could you please clarify whether you are now required to ignore LOS standards when deciding on housing developments?

I have copied the BOS and the Goleta City Council on this thread of correspondence in hopes that more light can be shed on this matter.

Sincerely,

Deborah Holmes
Sent from my iPad

-----Original Message-----

From: deborah holmes <deborahparkholmes53@icloud.com>

Sent: Wednesday, May 1, 2024 10:02 AM

To: sbcob <sbcob@countyofsb.org>; Laura Capps <lcapps@countyofsb.org>; Joan Hartmann <jHartmann@countyofsb.org>; Supervisor Das Williams <SupervisorWilliams@countyofsb.org>

Cc: Craig Park <cpark1952@icloud.com>

Subject: South County Rezones

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.

To the Santa Barbara County Board of Supervisors:

This letter addresses the upcoming Friday May 3, 2024 final vote on the housing element.

I am writing to express my grave concern about the rezoning of Glen Annie Golf course, adding up to 1,000 units of housing. I urge you to vote "No" on this proposal.

Firstly, it seems grossly unfair that 75% of the county's proposed new housing is being built on parcels directly abutting the City of Goleta, so the impacts would be dramatic in terms of traffic flow, strains on the existing infrastructure, services, and quality of life for Goleta residents.

Even more alarming is the proposal to remove "level of service" standards, which are part of the Circulation Element of the County's General Plan, but specifically for the housing redone sites. This would unleash a nightmare of dangerous intersections, increased hazards for pedestrians, bikers and drivers and heavy congestion on the 101 highway off and on ramps.

The commute to Dos Pueblos High School is already heavily congested, as is the Hollister-Storke intersection. The proximity of the new housing to DPHS would make the Alameda intersection and routes to school into a dangerous commute. Cathedral Oaks was not built for this extra volume of traffic. In addition, hundreds of housing units proposed by the City of Goleta are in the same neighborhood, using the same roads and intersections. This is not good planning.

I am shocked and angry that the County would even consider waiving the required mitigation. By supporting this proposal, the developer is not required to document the financial hardships and project infeasibility resulting from adequate mitigation. This is dishonest, unethical and grossly bad planning.

This rezoning will put immense strain on this Goleta neighborhood. One set of neighbors should not bear a disproportional share of the burdens of housing development, particularly when mitigations are being waived, the General Plan is not followed, and the burden is excessive and unreasonable.

I am not against housing development, but believe that we need first and foremost, affordable housing with consideration for safety, traffic congestion, infrastructure, and quality of life and a strict adherence to the "levels of service" standards in the General Plan. Please drop this proposal.

Sincerely,

Deborah Holmes
7910 Rio Vista Drive
Goleta, CA 93117
805 453 6694

Sent from my iPad

Sarah Mayer

From: Teresa C <teresabc2002@yahoo.com>
Sent: Thursday, May 2, 2024 3:08 PM
To: Joan Hartmann
Cc: CEO Clerk of the Board; Gina Fischer
Subject: Comment Housing Element Hearing May 3, 2024
Attachments: LOS Standard, Housing Element May 2, 2024 hearing.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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,
I appreciate the opportunity for the public to comment on the rezoning of San Marcos Growers, Tatum and Montessori. I also appreciate all the work by Staff. I respectfully disagree with conclusions the County is bound by State Laws that exempt the Circulation Element from Level of Service Standards.

Level of Service Standards

While the legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians, **Government Code 65088 (g)**. The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development **does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns, Government Code 65088 (h)**

Furthermore, **Government 65088.1** defines Infill as:

(e) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the

applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service **with service intervals no longer than 15 minutes during peak commute hours.**

MTD schedule for Hollister Avenue, Route 11 does not meet the service intervals for no longer than 15 minutes during peak commute hours. The interval of Service for this area is 30 minutes and more close to 55 minutes as monitored

<https://sbmtd.gov/routes/route-11/>

As such San Marcos Growers, Tatum and Montessori DO NOT qualify as Infill sites and DO NOT qualify for LOS exemption. With the areas not meeting infill requirements Gov. Code 65089 still applies and with no exemption. As well a deficiency plan should be adopted.

Gov code 65089

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

Additionally Government Code 65080.4 states

(a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall

incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

Government Code 65088.1

(g) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

Agriculture land

The HHA Decision Matrix (see attached) states that a project zoned agriculture can be denied for specific adverse impact upon public health, safety and with no feasible method to satisfactorily mitigate or avoid the adverse impact (4) C

Housing Accountability Act Decision Matrix

This decision tree generally describes the components of components of the HAA. The statute contains detailed rec project based on its characteristics.

A) Does the project

B) Are 20% of the total units affordable to moderate or middle income households?

YES, Subdivision (d) applies

Does one of the following findings apply?

(1) Housing element is in compliance, RHNA has been met (permitted) or exceeded for all income categories proposed for project.

(2) Project has a specific, adverse impact upon the public health or safety, and there is no feasible method to mitigate or avoid impact.

(3) Denial is required to comply with specific state or federal law, and there is no feasible method to comply.

(4) The project is proposed on land zoned for agriculture or inadequate water or sewer.

(5) The project is inconsistent with **both** zoning and general plan land use designation, and the project is not proposed on a site identified in the housing element, and

The proposed San Marcos, Tatum and Montessori conflict with the Agricultural Element, the Conservation Element and the Oak Tree Protection in the Inland Rural Areas of Santa Barbara County.

Government Code 51200

This chapter shall be known as the California Land Conservation Act of 1965 or as the Williamson Act.

Government Code 51201

As used in this chapter, unless otherwise apparent from the context, the following terms have the following meanings:

(c) “Prime agricultural land” means any of the following:

(1) All land that qualifies for rating as class I or class II in the Natural Resource Conservation Service land use capability classifications.

(d) “Agricultural preserve” means an area devoted to either agricultural use, as defined in subdivision (b), recreational use as defined in subdivision (n), or open-space use as defined in subdivision (o), or any combination of those uses and which is established in accordance with the provisions of this chapter.

Public Resource Code 21060.1

(a) “Agricultural land” means prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.

(i) A “scenic highway corridor” is an area adjacent to, and within view of, the right-of-way of:

(j) A “wildlife habitat area” is a land or water area designated by a board or council, after consulting with and considering the recommendation of the Department of Fish and Game, as an area of importance for the protection or enhancement of the wildlife resources of the state.

(o) “Open-space use” is the use or maintenance of land in a manner that preserves its natural characteristics, beauty, or openness for the benefit and enjoyment of the public, to provide habitat for wildlife, or for the solar evaporation of seawater in the course of salt production for commercial purposes, if the land is within:

(1) A scenic highway corridor, as defined in subdivision (i).

(2) A wildlife habitat area, as defined in subdivision (j).

(6) An area enrolled in the United States Department of Agriculture Conservation Reserve Program or Conservation Reserve Enhancement Program.

As well, San Marcos, Montessori Tatum are part of San Marcos Scenic Corridor.

Climate Change and Conservation

Are housing developments still subject to the California Environmental Quality Act (CEQA) if they qualify for the protections under the Housing Accountability Act?

Yes. Jurisdictions are still required to comply with CEQA (Division 13 (commencing with Section 21000) of the Public Resources Code) as applicable to the project. (Gov. Code, § 65589.5, subd. (e).)

Oak habitats contribute greatly to the ecological diversity of California. In terms of species diversity, California's native oak woodlands provide habitat for approximately 2,000 species of plants, 170 birds, 100 mammals (approximately one-third of all mammals native to California), 60 amphibians and reptiles, and 5,000 species of insects (University of California 1993 and 1996).

The Oak Woodland and Savanna at Tatum and Montessori are Nature Based Solutions to combat Climate Change. The trees and savanna capture large amount of CO2 emissions from the 101 and surrounding traffic. The habitat purifies the air and reduce air and noise pollution, release oxygen, reduce and manage the surrounding temperature, reduce water evaporation, provide shade, **protect ground water quality**, support wildlife, promote healthy soils , maintain important fungi, ecosystems, open space, recreation trails, support mental and physical health and much more. The oak woodland and savanna are vital to the community.

In Summary

The County should preserve the agriculture and land @ San Marcos Grower, Tatum, Montessori. Ensuring an "Agricultural preserve" for organic agriculture, open space and trails to ensure protection of the sensitive habitat and ecosystem. These sensitive habitat parcels provide Nature Based Solutions in combating Climate Change reducing costs for the County. Further, deny projects on land zoned for Agriculture and with specific adverse impact upon the public health or safety and with no feasible method to satisfactorily mitigate or avoid the adverse impact. Additionally recognize the sites are not infill sites as they do not meet the requirement stated above. As such there is no LOS except. The end result is very polluted areas of high density and high traffic. The County can not mandate residents shop at the grocery store next door nor can they mandate residents take public transportation. With the 1.3 per unit, San Marcos become a parking lot and Sungate will be infiltrated by cars looking for parking.

Respectfully,

Teresa Caves

For your convenience please find attached a pdf of the above letter

Hello,

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Level of Service Standards

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Government Code 65088 (g). The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development **does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns, Government Code 65088 (h)**

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65089.4, and the land use analysis program required pursuant to paragraph (4).

Government Code 65088.1

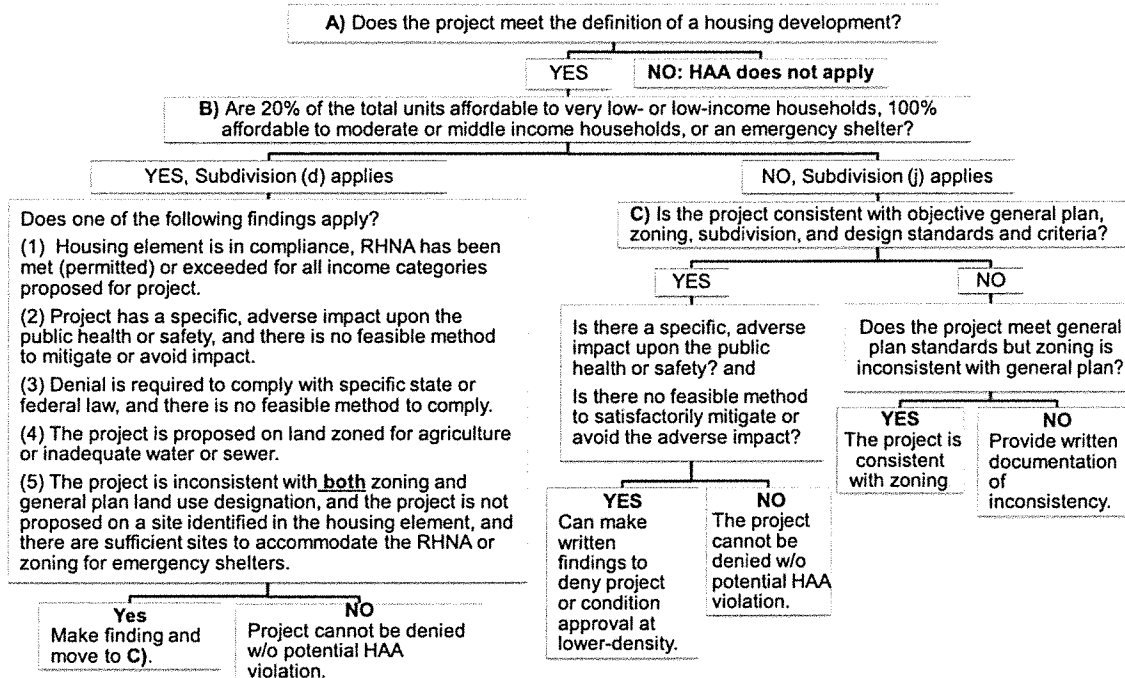
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Housing Accountability Act Decision Matrix

This decision tree generally describes the components of the HAA. Both affordable and market-rate developments are protected by components of the HAA. The statute contains detailed requirements that affect the applicability of the HAA to a specific housing project based on its characteristics.



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Respectfully,

Teresa Caves

Sarah Mayer

From: Dillon Osleger <djosleger@icloud.com>
Sent: Thursday, May 2, 2024 3:37 PM
To: sbcob
Subject: Comment letter for board of supervisors
Attachments: sage-sbc supervisors letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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,

I would like to submit the below comment letter for tomorrows board of supervisors meeting.

Thank you,
Dillon Osleger

March 26, 2024

Board of Supervisors
Santa Barbara County
105 E. Anapamu Street
Santa Barbara, CA 93101

RE: Proposed Housing Element Rezones

Dear Board of Supervisors:

SAGE Trail Alliance, a 501c3 trail stewardship nonprofit representing over 1500 Santa Barbara County members, would like to provide the Board of Supervisors with the following recommendations for amendments to the County's Parks.

- Prioritize the proposed Glen Annie rezone and the amend the PRT Maps to reflect its proposed 100 acres of public open space, up to 20 acres of public parkland and 4 miles of new public trails.
- A new public recreational trail on the St Vincent's East parcel leading from Cathedral Oaks Road north along the west bank of Atascadero Creek north to the San Marcos Foothills Reserve and planned San Marcos Foothills Park.

As the Supervisors are aware, SAGE Trail Alliance is one of the largest trail stewardship organizations in both Santa Barbara and Ventura Counties and works to advocate for recreational trails and advise the County on matters related to recreational trails issues including sustainable design and construction. SAGE has been recognized by the County as having a key role in advising and acting on projects surrounding trails, particularly projects with impacts to trails and equitable community access.

Consistent with our role advising the County on trail issues, SAGE believes that the Housing Element rezones must be accompanied by new public parks, recreation and trails as reflected in our recommendations. SAGE also recommended that the County adopt a minimum trail service standard of 2.0 miles per 1,000 new residents with a goal of providing 6.4 miles of trails per 1,000 new residents associated with the Housing Element. Meeting these goals would require approximately 36 to 108 miles of new trails to serve residents generated by the Housing Element. CRAHTAC and attending Park Commissioners also discussed the need for at least 84 acres of new public parks under existing adopted County standards to serve these new residents and that the recommendations on the attached maps would only partially meet the recreational demands of new residents.

Thank you for considering these recommendations.

Sincerely,

Dillon Osleger // Executive Director

Sarah Mayer

From: Jennifer Smith <jrsmith98@gmail.com>
Sent: Thursday, May 2, 2024 1:53 PM
To: sbcob
Cc: Supervisor Das Williams; Laura Capps; Joan Hartmann; Bob Nelson; Steve Lavagnino
Subject: RE: 5/3 rezones, Item 24-00397: Please apply circulation element standards to rezoned areas (Glenn Annie)

Follow Up Flag: Follow up
Flag Status: Flagged

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 Supervisors,

Thank you for taking on the important and challenging task of planning for our future housing needs.

I am writing to request that you do not exempt rezoned land from the County's Circulation Element standards. I do not believe the general public has a good understanding of what this means when future projects come to the County for consideration and review.

In my experience as a city planning commissioner, communities will support changes and new housing projects if transportation and other impacts are properly mitigated. As the City of Goleta noted in its comment letter, "preventing dangerous intersections...will help us maintain safe levels of service, safe modes of travel, and hazards reduction." Residents of western Goleta have expressed concerns over neighborhood impacts in and near the Glenn Annie rezone site, which abuts City of Goleta jurisdiction. Glenn Annie/Storke is one of the busiest streets in our city. We know that traffic in and around Dos Pueblos High School is a mess, and the 101 freeway exit to Glenn Annie frequently backs up onto 101. People frequently cut through my street for pick-up and drop-offs. High School students who reside south of 101 must get across 101 on Glenn Annie to get access to the high school and often ride bikes. It is imperative, especially considering the additional rezones within the City of Goleta, that circulation impacts by County rezones on our city circulation be considered.

It is unfair to County residents and to applicants to have an arbitrary standard applied by unelected city staff. The County's comprehensive plan, which includes the circulation element, "expresses the community's development goals and embodies public policy relative to the distribution of future public and private land uses." (County website).

Please reconsider this recommendation and keep your circulation policies in place.

Sincerely,
Jennifer R. Smith
7270 Tuolumne Drive
Goleta, CA 93117
jrsmith98@gmail.com

Sarah Mayer

From: The Tree Amigos of Orcutt <thetreeamigosoforcutt@msn.com>
Sent: Thursday, May 2, 2024 4:18 PM
To: sbcob
Subject: Slide for Public Comment 5/3/24
Attachments: Clark Ave Traffic 05022024 314 pm.pdf

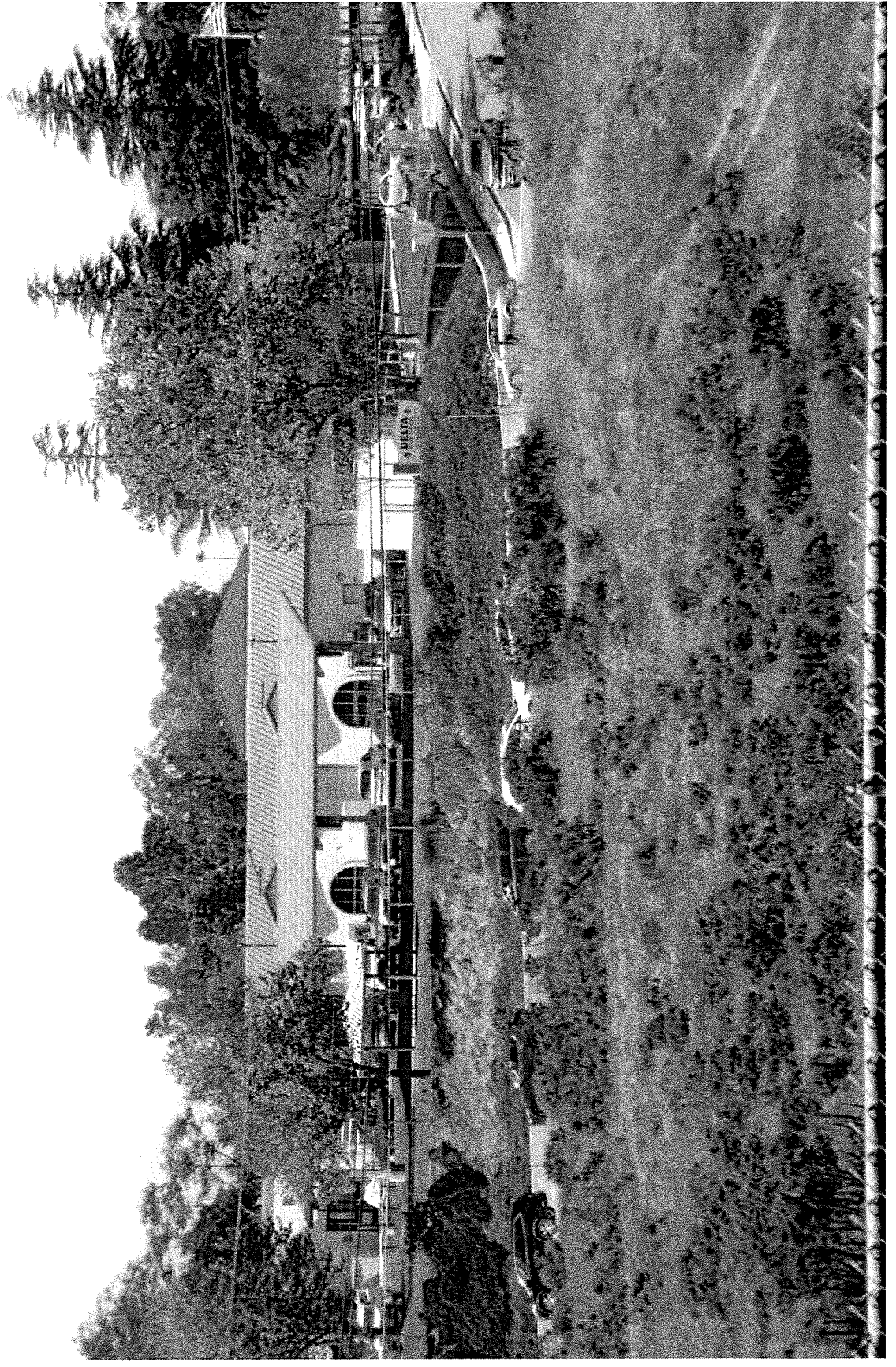
Follow Up Flag: Follow up
Flag Status: Flagged

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 Clerk,

Please accept the attached pdf file that I would like to have displayed tomorrow when I make a public comment at the 5/3 meeting.

Thank you,
Teri Schwab



Sarah Mayer

From: Lynn Kienzel <lynnkienzel@cox.net>
Sent: Thursday, May 2, 2024 4:39 PM
To: sbcob
Subject: Pending Project Site 37 [Baillard]

Follow Up Flag: Follow up
Flag Status: Flagged

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 County Board of Supervisors:

The proposed development of a densely populated housing complex at the end of Bailard opposite the Monte Vista Park is out of sync with adjacent housing and is not worth all the exceptions that will be required in order to permit it to be built.

- There is insufficient parking in the complex for residents of the project, and the overflow will force residents to compete for limited parking on Bailard already allocated for existing residents.
- **The location is potentially hazardous because of limited access for emergency vehicles, especially if Bailard is already clogged by people in vehicles fleeing the site in an emergency.**
- The paltry number of affordable housing units planned doesn't justify the influx of so many people and so many vehicles in such a tight space.
- **The site was never zoned for housing because of good environmental protection reasons that have not changed.**

Please look for more suitable locations to re-zone.

Thank you,
Lynn and Bill Kienzel

Sarah Mayer

From: Kathy Rayburn <mkrayburn@cox.net>
Sent: Thursday, May 2, 2024 4:40 PM
To: sbcob
Subject: No on Rezoning Land for Dense Residential Development

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Please do not rezone the parcels in question until you guarantee that:

1. The majority of units will supply affordable workforce housing for the South Coast. Affordable...not "below market rents" which are still beyond the means much of the workforce.
2. Sufficient water is available (even during droughts) to support the units.
3. Traffic will not become unmanageable so that emergency vehicles cannot reach those in need, that idling cars at interminable stoplights don't pollute the air, and that roads can support evacuation in case of a wildfire.
4. Some of the land is set aside for recreational facilities and open space to help maintain a healthy way of life.

As planned, the south-of-Hollister neighborhoods between Turnpike and Hollister bear the brunt of much of the rezoning. That is not fair.

We have already seen an incredible build-up of high-density housing in the last twenty years with rents more unaffordable than ever. Even doctors, accountants, and engineers can't afford to live here, let alone those earning more modest incomes.

My daughter and son-in-law had to move out of state because there is no workforce housing on the South Coast. What you are doing won't stem the outflow of talent from our community.

Postpone rezoning until you understand how to guarantee that development benefits the South Coast workforce. Don't just make rich developers richer and enable the wealthy to buy up housing and rent it out for unaffordable rents.

Be the Pearl Chase of your generation. Fight back against unjust state laws that benefit the rich. Don't destroy the South Coast.

Sincerely,
Kathy Rayburn

Sarah Mayer

From: kimmorales49@icloud.com
Sent: Thursday, May 2, 2024 4:49 PM
To: sbcob
Cc: Laura Capps
Subject: Housing proposals at Glenn Annie and by Ward Memorial Blvd.

Follow Up Flag: Follow up
Flag Status: Flagged

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.

As a SB citizen since 1964, recalling when SB had a good mixture of homes and farm land and working people who ran the community could afford to live here and there was no water shortage causes me to request you not approve these projects for the following reasons.

1. They would devastate the county's quality of life and its air due to density and traffic.
2. Traffic which is already bad would be increased substantially
- 3 Where is the water coming from? We have been through too many droughts not to completely understand it is a precious commodity which we have run short of too many times and these projects would push us over the edge. Prices continue to increase and plants suffer.
4. And on top of all of this the price for the housing barely helps low income people/ families who are the Nurses, Janitors, Garbage Collectors, Mechanics, Store clerks, Teachers and Ci ty Workers, to name a few ,who keep this city running because there are not enough low income housing. It makes no sense except to out of town developers.

Please have courage and stand up for what is right. You can do it.

You would be remembered, in the County history, as the Supervisors who actually had the guts to do what is right.

Looking for your votes to be intellegent.

Kim and George Morales
93105

Sarah Mayer

From: William W. Goldsmith <wwg1@cornell.edu>
Sent: Thursday, May 2, 2024 2:56 PM
To: sbcob
Cc: SBCAN (ken@sbcana.org)
Subject: County Sites for Housing

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 Santa Barbara County Supervisors:

I hope you will adopt measures to develop affordable housing on available county-owned land. This is the time and Santa Barbara is the place where you can make a difference.

I am familiar with the difficulties of finding paths to affordable housing. I was born and brought up in San Francisco, and after a career in the East Coast as a professor of city planning, I moved to Santa Barbara about a decade ago.

As you well know, Santa Barbara suffers from a most serious housing crisis. The drastic shortage of affordable housing units means that homes and apartments are not available to any residents except those with the great luck of a very well-paying job or the even greater luck of already living here or inheriting a house.

House prices have risen until they are out of reach for all but a few. Rents, already high, have reached extreme levels.

As a consequence of the shortage of affordable homes or condos and affordable rents, employers, including the city governments and the County itself, have difficulty attracting workers. What is more, the County, and its city downtowns especially, suffer the many problems that arise from the unmet needs of people without homes.

Workers and families who would rent or buy housing units in Santa Barbara, but cannot afford to, end up driving long commutes – spending their own precious time on the highways, adding to environmental pollution, jamming the roads with unnecessary traffic, and depriving area merchants of their down-time business.

Santa Barbara County is of course not alone with these problems, but our problems are certainly among the most severe anywhere. There is urgent need for County-wide action.

Given the great deal of county-owned land that the Supervisors could dedicate to the construction of affordable housing, we should be able to make a big dent on the problem. Proper action by the Board could help in many ways – making possible the construction of more homes and apartments, available with accessible mortgages and affordable rents.

I hope you will act generously and promptly.

Sincerely,

William W. Goldsmith
Professor Emeritus
City and Regional Planning
Cornell University

1224 E de la Guerra St
Santa Barbara, CA 93103
(607) 257-1888

Sheila de la Guerra

From: Chase Franklin <chasefranklin2001@gmail.com>
Sent: Thursday, May 2, 2024 3:13 PM
To: sbcob
Subject: Public Comment for South County Rezones

Follow Up Flag: Follow up
Flag Status: Flagged

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.

I write this public comment to the Board of Supervisors for these reasons:

- To ask that the Board of Supervisors do not lower the density status of student housing that is already present, especially in Isla Vista
- Maximize urban housing that lowers commute times and carbon emissions
- Look to further measures after this meeting to continue to increase housing supply
- Add high density student housing status to more zoning parcels in Goleta and Isla Vista

I would also like the Board of Supervisors to look more directly into lowering rent costs through measures like rent control.

Sincerely,
Chase Franklin, 93117

Sheila de la Guerra

From: Chris Mobley <thadmobley@yahoo.com>
Sent: Thursday, May 2, 2024 8:18 PM
To: sbcob; Steele, Jessica
Cc: Supervisor Das Williams
Subject: Comment on Adoption of the 2023-2031 Housing Element Update Rezone Amendments
Attachments: Rezoning-Comments-SB-BoardSupes-Mobley.pdf

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.

Please consider the attached comments.

Chris Mobley and Lotus Vermeer
4224 Venice Ln
Carpinteria, CA 93013

Chris Mobley
4224 Venice Ln
Carpinteria, CA 93013
thadmobley@yahoo.com
May 2, 2024

Santa Barbara County Board of Supervisors
105 E. Anapamu St., 4th Floor
Santa Barbara, CA 93101

Dear Board of Supervisors:

My family and I oppose rezoning any of the rural parcels in Carpinteria under consideration within the 2023-2031 Housing Element Update Rezone Amendments (i.e., Bailard, Van Wingerden 1, and Van Wingerden 2). While we understand and support the need to build more affordable, higher density housing in the South Coast region, we have the following concerns and comments:

- These parcels are zoned rural for very good reason. This prevents urban sprawl and preserves the character of the Carpinteria Valley as well as the local coastal zone. Tourism is a major industry in Carpinteria, and one of the main reasons tourists come here is to enjoy its rural, small town character.
- Carpinteria has already provided a great deal of affordable housing. According to the City of Carpinteria's 2023 Economic Profile, apartments and mobile homes account for 53 percent of the housing stock in the City of Carpinteria, representing a larger proportion of affordable housing for resident households compared to any other city in Santa Barbara or Ventura Counties. Apartment rents in Carpinteria are approximately 9 percent lower than the average monthly rent for all apartments in adjacent Santa Barbara.
- Construction on these rural parcels will significantly increase congestion, commute times, and carbon emissions. Carpinteria is already experiencing significant congestion in the area near the Van Wingerden 2 parcel, partly due to the past construction of high density housing developments on Santa Ynez Avenue and Cravens Lane. The intersection of Via Real and Santa Monica Road is highly congested during commute hours, as is the Via Real frontage road from Carpinteria to Summerland. The addition of high density housing in this parcel would significantly exacerbate this problem. Average commute time for Carpinterians is already 26 minutes, which is higher than for residents of Santa Barbara and Goleta.

We also strongly agree with the analyses and recommendations provided by the Carpinteria Valley Association in its April 23, 2024 letter.

Sincerely,



Sheila de la Guerra

From: Lorelei Moosbrugger <lorelei.moosbrugger@gmail.com>
Sent: Thursday, May 2, 2024 9:32 PM
To: sbcob
Subject: Rezoning - Airport Approach Zone and Giorgi Parcel
Attachments: Moosbrugger050324_BOS.pdf

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.

(same letter attached in pdf format)

Lorelei Moosbrugger, Ph.D.
570 Gwyne Avenue
Santa Barbara, CA 93111
Lorelei.moosbrugger@gmail.com

May 1, 2024

Re: Rezoning agricultural land in the Santa Barbara Approach Zone.

To the Board of Supervisors:

The staff recommendation before you on May 3, 2024 proposes to locate approximately 1,300 mostly lower and moderate-income housing units directly under the airport flight path, mere feet from the end of the runway. Those residents will be subject to more than twenty flights a day – low, loud and directly overhead, a number that is projected to increase substantially over the next twenty years. The image below depicts the actual air traffic above six parcels being considered for rezoning from agricultural to residential (Scott, Caird, Ekwill, and McCloskey-Lelande).



Image from Santa Barbara Airport 2021 Airport Noise Study – actual flight paths of a typical day in 2020.

Scientific research on the health effects of living under the flight path, due to both noise and “ultrafine particulate matter” that can cross the blood-brain barrier and bypass the placenta, is consistent in its findings. People who live under the flight path suffer significant increases in blood pressure, increased risks of heart and lung disease, pregnant women have more preterm births, and the children who live there suffer from cognitive delays and learning disabilities.

I submitted a letter complete with links to this research to the County more than a year ago, yet these threats to public health are not even being considered in this decision. I reminded the Planning Commission of these facts last month and verified online that you do indeed have this information, yet the science is not discussed in the staff report.

Therefore, if you choose to rezone the Scott, Caird, Ekwill, and McCloskey parcels from agricultural to residential, it will be with the knowledge that doing so will place those with lower incomes in an environment that poses a significant threat to their health. This will constitute a deliberate act of environmental injustice.

And it will be completely unnecessary. You can easily meet your housing goals simply by rezoning the Giorgi parcel instead. You can leave the above-mentioned parcels (numbers 2-7 on your documents) – the only ones fully in the Airport approach zone - as Agricultural land. The County’s interactive map shows that rezoning the Giorgi parcel instead of the six identified would result in being only 33 units short of County’s self-chosen mandate-plus 15% goal. Thirty-three units could be made up by building 33 lower income units on County properties 15 and 16 instead of the 42 above moderate units currently planned. Or you could simply reduce the arbitrary – and mathematically unnecessary – 15% buffer by a mere 8 percent. A reduction of 8% of 15% of a voluntary (and mathematically illogical) buffer to safeguard the health of people who depend on the integrity of your decision making should be a no-brainer.

The Planning Commission chose to trade a brief glimpse of a lemon orchard from a car window for the health of thousands of people, only because they are lower-income. The Planning Commission does not represent us. You cannot abdicate your authority or your responsibility to them.

Do not rezone agricultural land under the flight path, rezone the Giorgi parcel instead.

Lorelei Moosbrugger, Ph.D.
570 Gwyne Avenue
Santa Barbara, CA 93111
Lorelei.moosbrugger@gmail.com

May 1, 2024

Re: Rezoning agricultural land in the Santa Barbara Approach Zone.

To the Board of Supervisors:

The staff recommendation before you on May 3, 2024 proposes to locate approximately 1,300 mostly lower and moderate-income housing units directly under the airport flight path, mere feet from the end of the runway. Those residents will be subject to more than twenty flights a day – low, loud and directly overhead, a number that is projected to increase substantially over the next twenty years. The image below depicts the actual air traffic above six parcels being considered for rezoning from agricultural to residential (Scott, Caird, Ekwil, and McCloskey-Lelande).



<https://flysba.santabarbaraca.gov/sites/default/files/2022-05/SBAAircraftAnnualNoiseRepo.pdf>

Image from Santa Barbara Airport 2021 Airport Noise Study – actual flight paths of a typical day in 2020.

Scientific research on the health effects of living under the flight path, due to both noise and “ultrafine particulate matter” that can cross the blood-brain barrier and bypass the placenta, is consistent in its findings. People who live under the flight path suffer significant increases in blood pressure, increased risks of heart and lung disease, pregnant women have more preterm births, and the children who live there suffer from cognitive delays and learning disabilities.

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And it will be completely unnecessary. You can easily meet your housing goals simply by rezoning the Giorgi parcel instead. You can leave the above-mentioned parcels (numbers 2-7 on your documents) – the only ones fully in the Airport approach zone - as Agricultural land. The County’s interactive map shows that rezoning the Giorgi parcel instead of the six identified would result in being only 33 units short of County’s self-chosen mandate-plus 15% goal. Thirty-three units could be made up by building 33 lower income units on County properties 15 and 16 instead of the 42 above moderate units currently planned. Or you could simply reduce the arbitrary – and mathematically unnecessary – 15% buffer by a mere 8 percent. A reduction of 8% of 15% of a voluntary (and mathematically illogical) buffer to safeguard the health of people who depend on the integrity of your decision making should be a no-brainer.

The Planning Commission chose to trade a brief glimpse of a lemon orchard from a car window for the health of thousands of people, only because they are lower-income. The Planning Commission does not represent us. You cannot abdicate your authority or your responsibility to them.

Do not rezone agricultural land under the flight path, rezone the Giorgi parcel instead.

Sheila de la Guerra

From: Dan Moosbrugger <d4danm@gmail.com>
Sent: Thursday, May 2, 2024 9:40 PM
To: sbcob
Subject: Rezoning San Marcos Growers parcel

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.

Dan Moosbrugger
570 Gwyne Avenue
Santa Barbara, CA 93111
d4danm@gmail.com

May 1, 2024

Re: Rezoning San Marcos Growers parcel.

To the Board of Supervisors:

The staff recommendation before you on May 3, 2024 will rezone agricultural land in order to allow high-density development – most at 30-40 units per acre – **creating a new zoning density nearly 10 times that of surrounding neighborhoods.**

The proposed rezones in the concentrated area between Patterson and Turnpike will add 3,815 new housing units, more than 11,000 new residents – ultimately adding approximately 40% more housing and residents that rely on access to those two entrance ramps to the 101, and all the services in between, including a high school and a hospital.

The proposal **will dramatically and permanently change the nature of those neighborhoods**, and the lives of everyone who lives here.

It is fair to say that this will be one of the most consequential single acts ever to affect Santa Barbara. It is essential that you make this decision carefully. Housing cannot be undone.

Which is why **I ask you to reconsider the need for a full 15% buffer** in lower and moderate-income housing in order to **reduce the maximum density of the San Marcos Growers parcel** from 30/40 units per acre to a maximum of 20 units per acre.

Given that this proposed development would include 746 above moderate housing but only 200 (the 20% BR minimum) lower income housing, **the reduction in density would decrease the actual number of lower-income homes by 68**; but it would simultaneously reduce the full project size by 336 homes. This would be a significant improvement from the proposed density in an already busy area, especially vulnerable to traffic accidents with San Marcos High School and Girls Inc. in near proximity.

This change would leave a generous (voluntary) buffer of lower-income homes of 196 – which should be more than enough given many of the proposed developments do not plan to build any above moderate-income homes.

Sheila de la Guerra

From: fishwish@verizon.net
Sent: Thursday, May 2, 2024 10:02 PM
To: sbcob; Supervisor Das Williams; lcapps@countyofsb.org; Joan Hartmann; Bob Nelson; Steve Lavagnino
Subject: proposal to rezone and build affordable housing at Glenn Annie Golf course.

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 Board of Supervisors, This letter is being sent in reference to the Board of Supervisors upcoming Friday, May 3, 2024 final vote on the housing element.

I realize the need for new development to create housing opportunities for people who work in Santa Barbara County. However, I must urge you to vote an absolute NO on this current proposal.

The current proposal does not provide for adequate road/ intersection, on off ramp restriping/ reconfiguration to relieve traffic congestion. It does the exact opposite and states that the developers do not need to have their development go through the standard state regulatory procedures or pay for any standard traffic studies and the recommended upgrades to existing surface streets those studies recommend to minimize the impact on the surrounding neighborhoods, reduce congestion, and to improve safety of all who travel through that area.

The current proposal does not ensure affordable housing. In order for this to happen you must dictate that the homes are all offered to Buyers or renters at 30% lower than market value- for ALL homes built in the development- and when they sell- they must sell at 30% below market value. This is how UCSB manages their properties to keep them affordable in perpetuity. This must be a mandate. The other Mandate must be that none of the houses or apartments may be sublet or used for temporary housing of less than 6 months. This will keep the properties open for area residents and prevent speculators from buying them and using as a vacation rentals- one of the current reasons why we have limited housing availability that has yet to be addressed..

The developers also will need to permanently fix Cathedral oaks road in partnership with the county to upgrade/ repave, and shore up and finally permanently fix the sink hole issues.

Cathedral Oaks will need to be restriped once again to make it two lanes both ways as the increased traffic from the development will cause unmitigated congestion at all hours of the day from the additional burden of some 5000+ daily car trips by the new residents.

Glenn Annie road will also need to be upgraded, widened and moved away from the creek as it is currently eroded and the road is in danger of collapsing on the south bound side.

In a nutshell- the road infrastructure is totally inadequate to support the housing you propose and you cannot move forward and permit a project if the infrastructure can't support it. That is not planning- that is called panicking and then putting your head in the sand along with the ostriches. You cannot assume that these fixes

can come later because it will never happen, congestion and pollution will rule the day, and lives will be lost- many of them students which will be truly heart breaking. We have already had numerous fatalities on Cathedral oaks- think about what will happen when you quadruple the usage of those same unsafe roads.

Glenn Annie Golf course is more profitable to the community as a golf course. It will be a negative asset as a housing development as everyone knows that housing developments require services and therefore take a lot of money from county and city coffers. The golf course is a first rate world renowned course- it is actually far nicer than Sand Piper. They have never fully developed its potential.

This is a premium sellout to a small group of land investors and truly disgusting that it has come about in this fashion. We have many sites that would work amazingly well for a new community development. The county itself has numerous qualified properties. The Morehart property has been divided into parcels for over 100 years and has its own train depot. It would be a wonderful place for a new community. Yes we will lose agricultural land no matter which way we go. But you need to appropriately plan and pick the properties that make sense based on their location and their impact to surrounding communities. You also have to mandate how the properties are used to ensure relative affordability. Any development moving forward should be 100% affordable. Please do not even begin to tell me that's not possible- because I know what the development costs are and I know what the profits these developers run away with and I have first hand knowledge of the mess and chaos and destruction of a way of life that happens when you cater to special interests. If these developers do not want to provide 100% affordable housing then nix it until you find a group who will. You will find other developers. You need to pick the parcel- not the developers. You want to rezone a golf course- rezone the hope ranch golf course. Its underused, right next to the freeway, and there is minimal residential housing next to it so there would be minimal impact. It would be a far more appropriate site. Goleta is already absorbing far more than its share of housing developments.

NO on rezoning Glenn Annie Golf course rezoning as currently proposed

Thank you- Quality of life is a real thing and should be your number one consideration when choosing a new site. Everyone of you needs to imagine this development happening right next to your home and ask yourself- would you let it be built then? without addressing the safety and traffic concerns? knowing it doesn't even remotely address the affordable housing need.

Sheila de la Guerra

From: Arthur Olguin <olguin@sbcc.edu>
Sent: Thursday, May 2, 2024 10:11 PM
To: sbcob
Subject: Adoption of the 2023-31 Housing Element Update Rezone Amendments

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.

PO Box 6246
Santa Barbara, CA 93160
May 2, 2024

Clerk of the Board
105 E. Anapamu St., Fourth Floor, Room 407
Santa Barbara, CA 93101

Re: Adoption of the 2023-31 Housing Element Update Rezone Amendments

Dear Santa Barbara County Supervisors,

Thank you for the opportunity to speak to you about the 2023-2031 Housing Element Update Rezone Amendments. I come from an academic background, with training in the psychological sciences and applied evaluation research from The Claremont Graduate University, where I worked for several years before moving to Santa Barbara. My past experience includes developing similar county-wide plans for supervisors and county agencies in Riverside and San Bernardino counties. I appreciate the complexity of your task and the remarkable effort that this plan represents.

I am greatly concerned that the complexity of this county plan is unlikely to be accessed, read, or understood by a critical segment of the county population. As you know, 46% of the SB county population is Hispanic. Many are lower-income residents of color, some who work multiple jobs to live in this high-cost county. Although county staff and consultants incorporated various activities to communicate with the public, this planning process was not designed to genuinely seek community input. Even with a Ph.D., I found it challenging to stumble through 950 pages of consultant bureau-speak. I am fairly certain many individuals who may be lesser-educated, non-affluent and with limited-English speaking skills will struggle to find time to gain access, read, comprehend, and provide the kind of feedback you would hope to get from the public.

Although the Housing Element Update attempts to ensure “certain unavoidable impacts are mitigated to the maximum extent feasible”, I find some of these mitigation measures pro-forma, ineffective, or iatrogenic in that they create further pathologies the solution is intended to resolve.

I expressed concerns during the initial comment period, my concerns were not adequately addressed or incorporated into the revised document. Those concerns in brief were:

1. the failure to spread housing over a wider geographic base, with wealthy areas of Montecito and Hope Ranch off limits, and an over-concentration of planned new housing in the east Goleta Valley, unincorporated Hollister corridor area. The decision to bring major infill to areas heavily populated

with Latino dwellers who are under-represented in political matters smacked of inequity and an environmental justice bias.

2. health and safety risks of individuals who would purchase proposed properties in this South Patterson area given their location directly under the flight path of approaching airplanes. I cited relevant and credible scientific studies detailing the biological and psychosocial adverse impacts of air and noise pollution for individuals and families with children living in high-trafficked areas. Yet, these valid objections were not mentioned in your revision, only to be deemphasized by tepid mitigation measures that, like Harry Houdini, made the problem invisible and unnecessary to consider.
3. infrastructure concerns, particularly impacts on transportation and water.

Today, my greatest concerns I would like you to consider pertain to rezoning the East Goleta Valley area:

1. In the South Patterson area, the agricultural parcels that are directly under the airport Flight Approach and Clear Zone make these parcels an absurd option for housing.
2. Several parcels in the South Patterson (Caird 1, 2, 3) are in a flood zone, which would place families in danger should the area be flooded. In contrast, the Giorgi and St. Athanasius properties are not in flood zones.
3. I am also seriously concerned about the loss of jobs that would occur if the farms in the parcels on South Patterson (Caird 1, 2, 3; Ekwill; Scott) were taken for housing. These agricultural jobs are held by low-income workers, many of whom reside in the Goleta Old Town area. Job loss would cause a succession of other effects, e.g., locating other employment, possible loss of housing, family economic and social strain, potential need to move to other areas, etc.

Recommendation

To advance the Rezone plan, yet offset these concerns, I suggest you consider the following. The better strategy is to **rezone the Giorgi Farm** (Appendix D, Figure D-41). This would:

- (a) remove the 5 parcels directly under the airport flight path (Caird 1, 2, 3; Ekwill; Scott) from consideration as rezoned areas;
- (b) rezone the Giorgi Farm, which is completely out of the airport flight path, and already subject to the Builder's Remedy, with plans that well exceed the RHNA elements regarding low-income housing. Ryan P. Cruz's article in the 5/1/24 SB Independent ("Will 'The Orchard' Housing Proposal Take Root?"), Giorgi's 1200-unit mixed-income housing development takes into consideration many of the state- and county-targeted RHNA elements, including 37.8% affordable units (444 below market-rate; 264 low-income renters; 120 moderate-income; 60 workforce units). *This is a remarkable achievement in planning.* I understand that some mitigation is needed to lessen impacts on Old Town. However, a major benefit of the Giorgi Farm development is that Hwy 217 is proximate to the development, permitting direct access to 101. It would lessen the impact of additional traffic on Patterson, which is already heavily impacted, and would swell to unacceptably high levels of congestion, increasing pedestrian dangers from area businesses, a hospital, convalescent center, and postal areas nearby.
- (c) Finally, removing the 5 parcels directly under the airport flight path (Caird 1, 2, 3; Ekwill; Scott) out of the rezoned areas would protect and not adversely affect the lives of workers who currently have jobs with these employers.

Thank you for the opportunity to provide feedback into the rezoning plan.

Sincerely,

Art Olguin, Ph.D.

Sheila de la Guerra

From: Tom Kaps <tomkaps@gmail.com>
Sent: Thursday, May 2, 2024 10:44 PM
To: sbcob
Subject: public comment rezoning parcels

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 SB County Board of Supervisors

I'm a resident and CA Real Estate Broker in Unincorporated Santa Barbara near the Goleta Valley agricultural lots. I feel it is vital to keep agricultural areas zoned agricultural. Maintaining agriculture also helps the greater Atascadero Creek area from an environmental and wildlife perspective. It goes without saying that private property owners want to cash in on this opportunity at the expense of the environment and the overall quality of life of others that enjoy these less densely developed areas. It seems like a conflict of interest to let them help make zoning determinations or to sway the officials.

I feel there are plenty of other sites that should be considered in different South County areas, particularly ones that are already developed commercially. As we all know commercial real estate has excess supply; opportunities for residential housing can be pursued there. The permanent shift of "work from home" has opened up an entire array of new possibilities.

It is vital that we *all* take responsibility for ensuring affordable housing exists *throughout* the county — and that *all* community plan areas assume their fair share. I feel it would be more noble and appropriate for you to fairly distribute the unincorporated share of units which stood at 73 percent in all South County planning areas (the 73% which was disproportionately allocated to unincorporated SB I believe in 2020/21). How about Carpinteria and Montecito and other areas as such? Forcing so many units in one area of Goleta Valley seems obvious to many that the impact will be too heavy for the neighborhood and environment to bear. It's simply not necessary to saturate one area with housing when there are so many alternatives.

It's time to redevelop and revitalize the developed areas, not develop the green or agricultural ones.

Respectfully

Tom Kapernekas

Sheila de la Guerra

From: joel boyer <joelwilsonboyer@gmail.com>
Sent: Thursday, May 2, 2024 10:59 PM
To: sbcob; Laura Capps; Joan Hartmann; Supervisor Nelson; Steve Lavagnino; Supervisor Das Williams
Cc: Christie Eddinger
Subject: May 3, 2024 - Housing Element Proposed Rezone Hearing - Opposition to Glen Annie Golf Course Rezone

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 Chair Lavagnino and Members of the Board,

As some quick background, my wife Christie, and I are both proud 20+ year County employees and, as such, certainly appreciate the unique challenges faced by this Board as well as our colleagues at Planning & Development in attempting to adhere to the State's 2023-2031 Housing Element requirements. With that being said, we would like it formally on the record (again) that we vehemently oppose the proposed rezoning of the Glen Annie Golf Course off Cathedral Oaks Road in Goleta.

Our family moved to Goleta 10 years ago from downtown Santa Barbara to have more space to grow our family and have been proud Goodlanders ever since. We were specifically drawn to the beauty and peaceful atmosphere down the Glen Annie corridor and the surrounding parks, Ag land and open spaces, including Glen Annie Golf Course. The saying 'Keep Goleta Country' is true, as it is not uncommon to see horses trotting along local bike paths, tractors slowly rolling down Cathedral Oaks, and so on. While this tranquility is an enjoyable feature of living here, we realize it isn't necessarily a strong enough reason to oppose the proposed rezone.

However, there are a multitude of valid reasons as to why the proposed rezone of Glen Annie Golf Course should be (and long ago should've been) rejected. First and foremost being the extremely negative impact this proposal will have on the quality of life of current (and future) residents in regards to area traffic safety and congestion. The proposed rezone calls for potentially 1,000+ new housing units at the site of the Glen Annie Golf Course which equates to presumably 3,000-5,000+ additional residents doubtlessly making thousands of additional car trips per day. I realize vehicle miles travelled (VMT) is a measurement tool used to determine environmental impacts (emissions, etc.) of a project under the California Environmental Quality Act (CEQA) but that only focuses on potential environmental impacts and, per the Governor's Office of Planning and Research, can essentially be ignored as "lead agencies can approve a project even if that project has significant and unavoidable transportation impacts. Moreover, CEQA would not require unreasonable changes to a project that make the project infeasible." While that is concerning in and of itself, my family's primary trepidation is related to the vast reduction in Level of Service (LOS) standards, such as traffic congestion, delays, and safety that will result from this project. Beyond the massive influx of new residents, there will be an equally large amount of daily car trips from friends & family, service providers such as gardeners, plumbers, repairmen, food delivery, etc. mail & package delivery drivers, public safety vehicles, and so on. As it currently stands, the Glen Annie/Cathedral Oaks intersection is practically impassable when Dos Pueblos High School is starting or ending the school day. I have the Bell Schedule saved on my phone as a reminder to avoid attempting to drive by at certain times of day lest I want to get stuck in a line of traffic that can extend from Glen Annie, past Alameda Avenue practically to Alpine Avenue along Cathedral Oaks. Speaking of Alameda Avenue, per site designs, besides Glen Annie Road this will be the other entrance/exit to the proposed development. Once again, due to Dos Pueblos High School, this intersection will basically become impassable for almost two hours/day. Anyone who has observed traffic at Dos Pueblos knows this will be a nightmare with gridlock making routine trips take significantly longer. Beyond Alameda Avenue, the backup on Glen

Annie towards the freeway overpass is not much better as cars get severely backed up as well. Speaking of the Glen Annie/Storke 101 offramp/onramp and overpass, it is already the most congested in Goleta by far (perhaps in all of South County) and various studies over the years back this up. During peak traffic times, including commute and high school traffic as well as busy weekends traffic (special UCSB weekends like graduation/orientation/move in/etc., AYSO soccer, people making shopping trips to Target, Costco, Home Depot, etc.), cars can regularly back up onto 101 at the North Bound (NB) off ramp all the way to the NB 101 Los Carneros offramp despite the fact that the Glen Annie/Storke overpass traffic lights are already typically running a double light cycle to try and keep the freeway clear. We won't even use that overpass anymore because of how long it takes to cross it as instead we use the Winchester overpass to get across the freeway to go to Girsh park, Costco, etc. and will use the SB 101 Los Carneros onramp to drive to work downtown. We understand the methodology used to identify proposed areas for rezone but maps and statistics only can take you so far. We find it hard to believe that anyone has actually gone out and physically observed the traffic at the overpass or in front of Dos Pueblos HS and was able to come away with the conclusion that adding an additional 1,000+ units here would be a good idea given the state and limited capacity of the surrounding infrastructure. It is our understanding that the County is also requesting a General Plan exemption related to LOS standards, putting project approvals in the hands of (out of their element) Public Works staff and THE DEVELOPER which is just utterly mind boggling to think about. Adding that many units without commensurate infrastructure such as new onramps/offramps, widening of roads (Cathedral Oaks & Glen Annie), new overpasses, etc. is quite frankly utterly careless and insane to even consider.

Aside from the negative traffic impact, it is our understanding that the State wants new units to have close proximity and easy access to public transit, restaurants, shopping, etc. for which this area absolutely cannot accommodate. There are no emergency services, no viable public transportation, no restaurants, no shops, nothing that would allow for a walkable or bikeable development. The fancy, glossy project plan barely addresses any of these issues. Residents would be forced to drive EVERYWHERE, again furthering the traffic burden. Moreover, beyond the absolute need to add new infrastructure as mentioned above, the pre-existing infrastructure is already in dire need of repair. Cathedral Oaks has been repaved in a piecemeal fashion over the years and there are still areas with cracks and fissures that damaged even the most rugged of vehicles (take a peek at Reddit or Edhat comments). In addition, an area of the Cathedral Oaks bike path has been fenced off for over five years and is sliding into the canyon below but has no signs of being fixed any time soon...this problem was compounded even further when the same stretch of roadway between Winchester Canyon and the 101 overpass was closed for weeks due to heavy rains leading to fear of structural failure and slippage down the hillside. The road was only recently reopened to cars but the bike path remains closed. Repairs are estimated at \$11 million+ and there is a 100% chance the road will be closed again (or irreparably damaged) after the next round of storms, cutting off a critical artery to 101. And finally, while I won't necessarily go as far as saying Cathedral Oaks is unsafe, over the last few years there have been at least three incidents resulting in four fatalities of pedestrians and motorcyclists on the stretch of road between Winchester Canyon and Los Carneros. In fact, a bicyclist was struck near my house on the corner of King Daniel Lane and Cathedral Oaks that warranted an emergency response from first responders in December. Daily there are scores of young students walking and biking to Brandon Elementary School, Dos Pueblos High School, and as far as Goleta Valley Junior High School for which the thousands of additional daily car trips from the proposed rezone will only further imperil them on their way to/from school (especially without roadway improvements and expansion). Anyway, the point is that Infrastructure would need to be improved and heavily built out in order to make this proposal remotely feasible and even then, I doubt that it could ever reasonably accommodate the proposed number of units given the aforementioned lack of services.

The proposed rezone would also pose a huge problem in the event of a major disaster, such as a fire, in which rapid evacuation may be necessary to save countless lives. We may be mistaken but I believe the proposed rezone falls into a more severe fire area and I've already discussed the traffic congestion problems on regular day, I shudder to think what would transpire in the event of an emergency given the lack of infrastructure and access roads in and out of the area especially if Cathedral Oaks is compromised and closed again. It would be a worst-case scenario but approval of this project could leave blood, or more accurately burnt skin, on your hands if/when another fire ravages the area and the streets we have now are being relied on for the safe and timely evacuation of thousands of residents.

My previous points will only be further compounded as the City of Goleta Housing Element also has proposals for housing near the proposed County rezone that would further exacerbate the traffic, infrastructure, and safety concerns.

Beyond the traffic impacts and lack of infrastructure it is also questionable at best as to whether the proposed development will help local families struggling with housing affordability. Only a handful of the proposed units included in the plan will be deemed "affordable". The remaining units will undoubtedly be multimillion-dollar homes with panoramic ocean and mountain views that will be completely unaffordable to the average local family and a large number of units will most likely be purchased by institutional investors and corporate interests, wealthy families vacation homes and investment properties, families of wealthy and international UCSB students (look at who purchased at Hollister Village, The Village at Los Carneros, etc.)...not exactly the State's intended beneficiaries of local workforce housing.

In closing, we are in favor of making housing more affordable and attainable to South County residents as I have seen firsthand how friends, family, and coworkers have moved further and further away or, in the case of coworkers, left the County organization altogether due to these issues which obviously impacts all local industries and their ability to recruit and retain employees, but jamming 1,000+ units into an area that can't accommodate them, has a noticeable lack of adequate infrastructure and services, all while permanently removing agricultural land and the beautiful, and affordable by area standards, golf course that it sits on from an area that cherishes such land is not the way to do it. As such, we respectfully request that you remove the Glen Annie Golf Course site as a potential rezone in the 2023-2031 Housing Element...however, if you insist in including this wholly infeasible location as a rezone we BEG of you to, at the very least, not approve a General Plan LOS exemption...it is not hyperbole to say that failure to reject the exemption will doom this community. As a final reminder, the future quality of life, safety, and well-being of your constituents is in your hands. We are confident you will act accordingly and in good faith. Thank you.

Boyer Family

The Goodland

Goleta, CA 93117

Sheila de la Guerra

From: Dave De Heras <davedeheras@gmail.com>
Sent: Friday, May 3, 2024 12:04 AM
To: sbcob
Subject: Save GA

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 SB Supervisors-

I'm sending one final email to ask you to please vote no on the decision to build homes on the Glen Annie golf course.

I realize the state (and developers) are pushing for more housing. But to take away the only true public golf course in Goleta would not solve the housing issue but it would be devastating to the golf community in SB. There is already a shortage of courses here and closing one of only 3 public courses left would be a permanent blow to golfers of all ages. There will never be a new course built in the area to replace GA. The City of Goleta should have bought GA years ago as a public recreational resource and leased it out to be run by a golf management company. It's not too late. This is a watershed moment in Goleta's history. Please be bold and do what's right for our community, not what Sacramento is telling you to do. You serve the people here, not politicians in a far away CA city.

That area is also home to many native plants, animals and birds. Developing it will further destroy the ecosystems there.

Not to mention the current traffic in the area around DP is already beyond belief. It is simply the wrong place to build homes. There are other places more suited for development.

Please be courageous and vote to keep GA open for the current and future generations of Goleta residents.

Sincerely,

Dave De Heras
945 Ward Dr 85
Goleta, CA 93111

Sent from my iPhone

Sheila de la Guerra

From: Ravid Raphael <rraphael@twodancers.net>
Sent: Friday, May 3, 2024 12:41 AM
To: sbcob
Subject: Housing Element Update Rezone Sites

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 Chair Lavagnino and Honorable Memers of the Board of Supervisors,

As a resident of Goleta *and* the County of Santa Barbara, I am dismayed at the lack of collaboration with the City of Goleta regarding the infrastructure impacts of the proposed residential developments by the County at Glenn Annie Golf Course and the South Patterson Ag Blocks.

In the case of Glenn Annie Golf Course, adjacent roadways are inadequate to handle all of the additional traffic from a 2,673 unit development. The only access to the site is through the City of Goleta. It appears that the County expects that this will be Goleta's problem to deal with and offers few realistic mitigations. Bus service is minimal in this area. Car and van pooling are not realistic solutions. Traffic already backs up at the Glenn Annie off ramp on Hwy 101 at peak times. This will certainly get much worse. There are already traffic congestion problems around Dos Pueblos High School which will also be exacerbated with the car trips from the development.

The traffic congestion from the proposed 7,708 units at the South Patterson Ag Blocks will also have negative impacts on infrastructure, particularly traffic, as the only street access will be through Goleta. Again, the County is not offering any mitigation of the situation.

The County has an obligation to ensure an adequate level of service not only in the County, but also Goleta. There also must be provision for public safety like Fire Station 10.

I expect my County to do better as it is supposed to serve *all* of its residents. Failure by the County to mitigate these concerns and expecting the residents of Goleta to bear the brunt of these problems is, in my opinion, irresponsible.

Sincerely,
Ravid Raphael

Sheila de la Guerra

From: MM Budin <iolite34@gmail.com>
Sent: Friday, May 3, 2024 2:24 AM
To: sbcob
Subject: Hearings to Select Housing Element Update Rezone Sites

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 supervisors,

I'm really overwhelmed by this large proposal to rezone so many sites, mostly in the area between Goleta and Santa Barbara where I live. It seems that there are a disproportionately large number of sites in this area which is not represented by any City.

Although the map was really difficult to zoom in to see which parcels are slated to be rezoned, and I had to give up trying to get the color Legend to appear once I was zoomed in, I see that there are three parking lot areas in the Calle Real Health Campus, along with 1 in the Blue Skies (mobile homes?area, the map only said blue skies), in this rezoning proposal. That could be a lot of units in this small area.

I've lived here for decades, and know that it is a special area, with Bobcats and monarch butterflies which are seen regularly, along with Roadrunners, which I'm told have nested here,. Last week I saw three Cooper's Hawks, possibly a mated pair chasing off an intruder near my condo. In fact this spring, after all the rain that we've had, for over a month I saw at least one monarch butterfly going by each day when I was only spent 10 minutes a day out on my patio.

But that won't matter when savvy builders invoke the Builders Remedy to evade having to do a an environmental impact report or any traffic mitigation for their five-story projects, with a scant number of parking spaces. I'm especially concerned when I think about what it will be like, after these are built, to try to evacuate from a fast moving wildfire. This area is already densely populated. With the In-N-Out Burger, the soon to be built Chick-fil-A drive through, and the coffee shop, all on or near the Turnpike/ Calle Real intersection , traffic will only get worse on the already crowded Turnpike freeway overpass. Instead of building housing in the parking lots, they should use one of them for the large blue commuter buses to park, so that they don't block visibility of cars using the County Health Care entrance , when they park on Camino Del Remedio for hours a day. It's unsafe, especially with the MTD busses going in and out of the Health Care parking lot.

please take these three Healthcare Campus center parking areas out of this proposal.

Thank you.

Sincerely,

Melinda Budin
450 Camino del Remedio unit D,
Santa Barbara, CA 93110

Sheila de la Guerra

From: Frank Spada <fwspada@gmail.com>
Sent: Friday, May 3, 2024 2:27 AM
To: sbcob
Subject: Build out the Le Cumbre mall property.

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 Supervisors,

It makes so much more sense to build out the Le Cumbre mall property than the Goleta AG land and Glenn Annie GC. The Le Cumbre mall region has the infrastructure to be a fantastic urban hub. It's perfectly centrally located.

Please maximize the use of the property for housing needs. It makes more sense!

Frank Spada

Sheila de la Guerra

From: Melanie Rogers <melbeemusic@gmail.com>
Sent: Friday, May 3, 2024 7:02 AM
To: sbcob
Subject: Opposed to rezoning Glen Annie Golf Course

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 SB County Board of Supervisors,

I am opposed to rezoning the Glen Annie Golf Course to residential housing. There are many reasons why this is a terrible idea. For starters, traffic, which honestly is enough of a reason all by itself. Secondly, lack of infrastructure, schools, emergency services, etc. Third, wildfire risk, and a huge increase in potable water demand; currently, the golf course uses reclaimed water. Fourth, there are better and *smarter* ways to build more housing by INFILLING underutilized properties in Goleta. By doing so, those areas of the city will be revitalized and folks will live closer to their needs (shopping, schools, restaurants, entertainment), which will allow them to walk, ride their bike, or use public transportation. Building at Glen Annie golf course will do the exact opposite; it will situate thousands of *additional* people far away from all amenities, *requiring* them to own, maintain, and insure cars (a financial burden), and adding those cars to an already car-overpopulated area. Aren't we interested in creating a community that is *less* reliant on cars? By building at Glen Annie golf course, you will prove that you are not interested in creating a sustainable community.

Take care,
Melanie

Sheila de la Guerra

From: Carrie Segal <carrie@skyberrys.com>
Sent: Friday, May 3, 2024 7:27 AM
To: sbcob
Subject: Stop rezone of Avocado Farm

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 Board of Supervisors,

As a resident of Rancho Goleta, a trailer park at the end of Ward drive, on the eastern edge of Goleta, I ask you to vote NO on rezoning of the Giorgi property bordering Ward drive and Hollister Ave. This small area of eastern Goleta Valley is already being subject to a high degree of planned redevelopment, and this proposal is so large it would cause permanent and lasting negative changes to the area. Please vote NO on Giorgi.

Thank you,
Carrie Segal #17

Sheila de la Guerra

From: Holly McCord Duncan <hlmccordduncan@gmail.com>
Sent: Friday, May 3, 2024 8:01 AM
To: sbcob
Cc: Supervisor Das Williams; lcapps@countyofsb.org; Joan Hartmann; Bob Nelson; Steve Lavagnino
Subject: Glenn Annie golf course- don't violate the laws and procedures in place

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.

America was founded on the revolutionary principle that the law applies equally to all. No one is above it. That is where we distinguish our government from authoritarian rule - by the people, for the people, and of the people . The times when we have compromised that value of equal under the law are the times when the powerful have exploited other people for personal gain with utter disregard for the consequences.

Today I ask the board to abide by the laws rather than circumvent them. Allowing the Glenn Annie golf course project to go forward as currently proposed will deliberately disregard the checks and balances that exist to protect the community. It is clear that the proper legal traffic study requirements would raise significant problems -including safety issues.

Changing the procedures for this particular project is a glaring example of applying the law inequitably. As an elected official, it is not your job to manipulate laws, it is your responsibility to apply and enforce them equitably. Do not compromise your integrity by disregarding the rules created to protect the community. It is your job to provide for the health and safety of our community. You can only uphold your responsibilities to the community by supporting the laws that are in place to protect it..

That is why you must deny this current request and in doing so clearly affirm your commitment to the law, equity, and this community. Vote against development of Glenn Annie golf course.

Thank you,
Holly McCord Duncan
Sent from my iPhone using voice dictation. Please excuse the errors.

Sheila de la Guerra

From: Holly Walling <wallingholly@gmail.com>
Sent: Thursday, May 2, 2024 4:49 PM
To: sbcob; Supervisor Das Williams; Laura Capps; Joan Hartmann; Bob Nelson; Steve Lavagnino
Subject: Letter Regarding Housing Development Proposals

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 Santa Barbara County Board of Supervisors,

I am not usually one to involve myself in government affairs beyond voting, which I do, as I know that you are each well-qualified for your positions and do a good job in the leadership of our community. Regarding the current new housing propositions being discussed, however, I truly felt I could not stay silent and wanted to share my perspective in advance of the upcoming meeting.

I am an SB native and have lived in the Walnut Lane neighborhood for most of my life. Throughout my life I have watched small parcels in the neighborhood be developed one by one; Sungate Ranch; Girls Inc. and the homes adjacent to that property; the block across from the Lane Farms stand that used to be part of their fields. Surely such development was necessary as the community grew.

However, the proposed density of upcoming housing developments is nothing like has ever been seen before in this area. The strain this will put on Hollister and El Camino schools, San Marcos High School, Goleta Valley Cottage Hospital, the local grocery stores, not to mention the roads for people heading to both work and school daily, is difficult to imagine. Even a single site, slated for development of 1000 units, would bring in approximately 3000 additional residents and 1500 additional vehicles. When this is multiplied by several sites within such a small area, the increase in proportion to the existing population is staggering.

While I understand that the State of California is mandating communities to find room to build additional housing, the volume of housing proposed for this one small section of the county between the 101 freeway and the ocean, just between Turnpike and Fairview, is quite disproportionate and will surely cause many difficulties. Additionally, surely all well-established residents in this area would mourn the increase of the urban feel and the loss of the few agricultural patches that remain but have given this area its pleasant character for so many years.

Thank you for your consideration of my letter, and thank you for all that you do for our community.

Best Regards,
Holly Walling

Sheila de la Guerra

From: Devra Brewer <DBrewer@PleasantValleySD.org>
Sent: Friday, May 3, 2024 8:06 AM
To: sbcob
Subject: Do NOT rezone in Carp

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.

I urge that the sites located in the Coastal Zone that are outside the urban/rural boundary be ELIMINATED from consideration for rezoning. Please leave our little town alone, it is already becoming overly congested.

Thank you,

Devra Brewer

Sheila de la Guerra

From: Ben Eilenberg <eilenberglegal@gmail.com>
Sent: Friday, May 3, 2024 8:20 AM
To: sbcob
Subject: Comment on agenda item 1 for 5/3/24

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,

My company's own several properties throughout Santa Barbara County. I wanted to raise one issue that could be problematic regarding the County's zoning changes associated with the new Housing Element.

By creating single parcels (or in some cases two contiguous parcels) that have different zoning than the surrounding area, there is a significant risk that these new zoning laws will create illegal spot zoning. In general, the state and the courts have deemed spot zoning to be impermissible and have struck down those zoning laws that create it.

Therefore, I respectfully suggest that the County consider amending the new zoning to avoid spot zoning either by adding additional parcels to each spot or consolidating the new zones.

Thank you for your consideration.

Ben Eilenberg
951-201-4783

Sheila de la Guerra

From: Nancy Yokubaitis <nancyyokubaitis@gmail.com>
Sent: Friday, May 3, 2024 8:23 AM
To: sbcob
Subject: Letter regarding proposed development

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,

I am writing in regards to the proposed development of the current Glen Annie Golf Course.

I am a long time resident who lives in Rancho Embarcadero and daily use Cathedral Oaks Road to avoid congestion on the 101 freeway and Hollister. As you already know, there are backups and heavy construction on both the 101 as well as trying to get through Old Town Goleta on Hollister.

You cannot possibly or reasonably throw away taking into account the traffic and congestion this will cause to the area. It saddens me to think we are suffering the burden in this part of Goleta.

Without clear representation on the Board of Supervisors, i.e. someone who lives near the proposed development, in good conscience I don't know how you can possibly vote for this development of the 1000 dwellings.

So very sad and tragic. But then those who are making the decision will not be the ones using Cathedral Oaks. Out of sight out of mind for you.

I hope you take the time to read community input.

Sincerely,

Nancy Yokubaitis