

ATTCHMENT E
PUBLIC COMMENT LETTERS
COUNTY PLANNING COMMISSION HEARING



23 September 2020

<u>AGENDA ITEMS</u>	
ITEM #:	3
MEETING DATE:	10/14/20

Planning Commission
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, Ca 93455
VIA EMAIL (David Villalobos, dvillalo@co.santa-barbara.ca.us)

Ladies and Gentlemen:

I am pleased to add the endorsement of the Santa Maria Valley Chamber of Commerce for the proposed project connecting Rodeo Drive (frontage road) to Union Valley Parkway and the 101 interchange.

As the primary economic development and tourism agency in the Santa Maria Valley, we have long been partners with Elks Recreation and their arena in this area. This facility serves as an important economic driver in our community and we believe that its impact will continue to grow.

Similarly we are pleased with the addition of the Career Technical education facility built by the Santa Maria Joint Union High School District in this area and look forward to its opening as a premier training/education site for youth in our region.

Given the importance of these facilities, and the likelihood that additional development will occur in the area in the future, we believe that it is past time to connect these sites to both 101 and the rest of the community via Union Valley Parkway as an alternative option to the existing connection at Santa Maria Way. This completion of the connection loop will improve circulation and enhance safety in this area.

We appreciate the County's willingness to move this project forward and look forward to its completion.

Sincerely,


Glenn D. Morris
President & CEO

RECEIVED

SEP 23 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT



CITY OF SANTA MARIA
OFFICE OF THE MAYOR
AND CITY COUNCIL

110 EAST COOK STREET, ROOM 1 • SANTA MARIA, CA 93454-5190 • 805-925-0951 • FAX 805-349-0657 • www.cityofsantamaria.org

<u>AGENDA ITEMS</u>	
ITEM #:	3
MEETING DATE:	10/14/20

County Planning Commission
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, Ca 93455
VIA EMAIL (David Villalobos, dvillalo@co.santa-barbara.ca.us)

Re: City Support for Connection from Union Valley Parkway to the Elks Rodeo Frontage Road

Dear County Planning Commissioners:

The City of Santa Maria strongly supports the proposed project connecting "Rodeo Drive" (frontage road) to Union Valley Parkway and the 101 interchange. The County Planning Commission will consider this amendment to change the Circulation Element, at its hearing on Wednesday, October 14th.

The City appreciates the County Planning Commission's recognition of this much-needed traffic circulation improvement. The Elks Unocal Events Center is a regional draw for the community. The nearby Career Technical education facility built by the Santa Maria Joint Union High School District also will draw traffic to the area. The completion of this secondary roadway loop will improve traffic safety and circulation.

It is time to connect these sites to both Highway 101 and the rest of the communities of Orcutt and Santa Maria via the Union Valley Parkway as an alternative option to the one connection at Santa Maria Way. It's the right choice.

Sincerely,

ALICE M. PATINO
Mayor

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OCT 12 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

October 5, 2020

AGENDA ITEMS
NO. 3
DATE: 10/14/20

To Whom It May Concern,

I am writing to you to ask you to support the extension of the Union Valley Parkway connection to Rodeo Drive.

The approval of this connection is vital to our growing community. The connection would aid in the facilities on the East side of Highway 101. Currently, the only path of connection is along the frontage road which connects to Northbound Highway 101 off of the Santa Maria Way exit. The current intersection limits the flow of traffic due to the curve, underpass, and the on and off ramps to Highway 101 at Santa Maria Way.

The new connection that is on the agenda for approval would help revitalize the East side of Highway 101. The connection will be utilized by the Santa Maria Elks Event Center visitors, The Santa Maria Joint Union High School District's new Career Technical Education Center, and multiple farmers in the area. There is a need for safer traffic routes that can accommodate a large flow of traffic, large vehicles, and school buses, that have been and will continue to attend the Elks Event Center, the school facility, and the farm acreage. These are important facilities to our community and they are in need a safer route of travel.

I implore you to vote 'Yes' on the extension of Union Valley Parkway to Rodeo Drive to make a safer connection for the public. Thank you for your time and consideration on this very important topic.

Most Sincerely,

Tina Tonascia

Tina Tonascia
Elks Recreation, Inc.
Chief Operations Officer

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OCT 13 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT



air pollution control district
SANTA BARBARA COUNTY

October 8, 2020

Allen Bell
Santa Barbara County
Planning and Development
624 W. Foster Road
Santa Maria, CA 93455

RECEIVED

OCT 08 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

DATE:	3
MEETING DATE:	10/14/20

Re: Santa Barbara County Air Pollution Control District Suggested Conditions on the Orcutt Community Plan Amendment Project, 19NGD-00000-00013

Dear Allen Bell:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of an amendment to the Orcutt Community Plan to include a new local road connection between the Union Valley Parkway/U.S Highway 101 interchange and the adjoining frontage road. Project excavation would require the export of approximately 42,000 cubic yards of soil which would require approximately 5,250 one-way haul truck trips over five months. The subject property, a 73.6-acre parcel zoned Agricultural and Highway Commercial and identified in the Assessor Parcel Map Book as APNs 107-240-005, -008 -027, -043, and -044, is located between the U.S. Highway 101/Union Valley Parkway and U.S. Highway 101/Santa Maria Way interchanges in the community of Orcutt.

1. Standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.
2. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible.
3. **District Authority to Construct permits** must be obtained for all equipment that requires a District permit. Proof of receipt of the required District permits shall be submitted by the applicant to planning staff. District Authority to Construct permits are required for diesel engines rated at 50 bhp and greater (e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.

Advisories: The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit application(s).

Aeron Arlin Genet, Air Pollution Control Officer

4. All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.
5. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:
 - Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
 - Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
 - While at a school, the driver must shut down the engine immediately upon arrival and leave within 30 seconds of starting the engine.
 - See www.arb.ca.gov/noidle for more information.
6. Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8878 or via email at WaddingtonE@sbcapcd.org.

Sincerely,



Emily Waddington
Air Quality Specialist
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Planning Chron File



air pollution control district
SANTA BARBARA COUNTY

ATTACHMENT A FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

PLAN REQUIREMENTS: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing:** Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



air pollution control district
SANTA BARBARA COUNTY

ATTACHMENT B DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

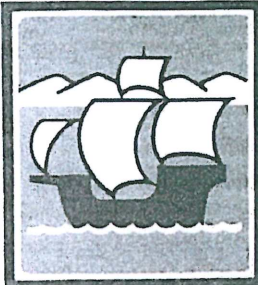
- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NO_x), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NO_x and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NO_x idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



Santa Maria Joint Union High School District

2560 SKYWAY DRIVE · SANTA MARIA CA 93455
TEL: (805) 922-4573 · FAX: (805) 928-9916

October 9, 2020

Planning Commission
County of Santa Barbara
123 E. Anapamu St.
Santa Barbara, Ca 93101

VIA EMAIL: Allen Bell - abell@co.santa-barbara.ca.us
David Villalobos - dvillalo@co.santa-barbara.ca.us

PLANNING COMMISSION	
ITEM #:	3
MEETING DATE:	10/14/20

Dear Commissioners:

I would like to add the support of the Santa Maria Joint Union High School District for the proposed project connecting Rodeo Drive (frontage road) to Union Valley Parkway and the 101 interchange.

Construction of the Career Technical Education (CTE) and Agriculture Farm Center (Ag Farm) at 1280 Founders Avenue is anticipated to be completed in December 2020. Immediately following turnover to the District, the site will become occupied by support staff and potentially begin Ag Farm operations (including row crop and animal husbandry activities). CTE classes are currently scheduled to commence in Fall of 2021. As activities increase at the site, additional daily traffic by staff and support personnel, school bus transportation of students (an estimated 18 trips per day), various community visitors, FFA students (morning and afternoon trips for animal feeding), and supply vendor trucks will increase dramatically. As safety of our students, staff, and visitors is always our primary concern, any opportunity to enhance their safety is always at the forefront of our mind.

As we have all seen through the years, access to east freeway locations during certain times of the year has become challenging with the success of the Elks Unocal Event Center. With the addition of the CTE & Ag Farm, associated traffic will not only increase daily, but also add to the traffic challenges occurring during events. The completion of the connection from the Union Valley Parkway loop to the frontage road will provide an alternate route to the area helping to minimize current and future access and egress concerns as the area continues to develop.

We truly appreciate the County's initiative in moving this important community safety project forward. This connection not only benefits the CTE & Ag Farm students, staff, and visitors with options for safer site access, but also benefits the entire Santa Maria/Orcutt community and visitors by providing an alternative option to the existing connection at Santa Maria Way resulting in improvement in the overall circulation and enhancement of safety for all traveling through the area.

Sincerely,


Antonio Garcia, Superintendent

AG:mpb

RECEIVED

OCT 09 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

**RESOLUTION OF THE SANTA MARIA JOINT UNION HIGH SCHOOL DISTRICT
SUPPORTING THE EXTENSION OF UNION VALLEY PARKWAY TO THE EAST
AND CONNECTION TO RODEO DRIVE TO PROVIDE SECONDARY ACCESS TO
THE NEW CTE-AG FARM SCHOOL FACILITY**

RESOLUTION NUMBER 9-2020-2021

WHEREAS, Santa Maria Joint Union High School District has constructed a new school facility on the east side of U.S Highway 101 just south of Santa Maria Way.

WHEREAS, this new school facility will be open for students in January 2021.

WHEREAS, this school facility is designed with 6 classroom spaces to serve up to 504 hundred students daily when fully operational, with current initial programs anticipated to commence in Fall of 2021 to include 3 program classes of 84 students in 3 sessions, for a daily total of 252 students, along with other students coming to the facility to care for their FFA Fair animals.

WHEREAS, this campus will have up to 18 or more school bus trips and multiple vehicle trips from teachers, maintenance support staff, FFA students, and vendor truck trips for supplies and animal feed.

THEREFORE, BE IT RESOLVED that the Governing Board supports the proposed Circulation Element amendment to allow for the extension of Union Valley Parkway to the east of the existing interchange. This extension will eventually allow for a full public road connection to Rodeo Drive thereby providing a secondary route to the new school facility. This action will provide added safety and access.

PASSED AND ADOPTED by the Board of Education of the Santa Maria Joint Union High School District at a regular meeting held this 13th day of October 2020, by the following vote:

AYES: Lopez, Garvin, Karamitsos, Perez, Palera
NOES: N/A
ABSTAIN: N/A
ABSENT: N/A



President/Clerk/Secretary of the Board of Education
Santa Maria Joint Union High School District

AGENDA ITEMS	
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OCT 14 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

October 9, 2020

Planning Commission
County of Santa Barbara
123 East Anapamu Street
Santa Barbara CA 93101

<u>AGENDA ITEMS</u>	
ITEM #:	<u>3</u>
MEETING DATE:	<u>10/14/20</u>

VIA EMAIL (David Villalobos, Board Assistant Supervisor, (dvillalo@co.santa-barbara.ca.us))

I would like to express my endorsement for the proposed connection of the Frontage Road that passes the Santa Maria Elks Unocal Event Center to the Union Valley Parkway/Highway 101 exchange.

This will not only increase the access to and from events at our facility, but also those at the Career Technical facility under construction just to the north of our facility by the Santa Maria Joint Union High School District.

We have worked closely with the California Highway Patrol to minimize any effects of traffic flow during our events, and I believe this will help in that regard. Having multiple access points will spread the traffic flow out and help to mitigate "pinch points" that occur at times. It also gives extra access should any necessary emergency equipment be needed in the area, or to speed up the movement of vehicles off the property should any emergency arise that would require rapid movement.

As our Rodeo continues to grow and we have more events at the facility throughout the year, plus growth in the surrounding area, this connection will improve traffic flow, access, and safety in the area.

Thank you for your time and consideration on this matter.

Sincerely,

Jerry R. Gunn, M.B.A.
Parking Chairman – Santa Maria Elks Unocal Event Center

RECEIVED

OCT 09 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT



HEET

Horse Emergency Evacuation Team

San Luis Obispo County
Email: info@sloheet.net
Website: <http://www.sloheet.net>
Facebook: <http://www.facebook.com/SLOHEET>
Twitter: <https://twitter.com/SLOHEET>
Amazon Smile: <https://smile.amazon.com/ch/30-0159916>
P.O. Box 2473
Nipomo, CA 93444
805.466.7457

October 9, 2020

Planning Commission
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, CA 93455

AGENDA ITEMS	
ITEM #:	3
MEETING DATE:	10/14/20

Ladies and Gentlemen:

My name is Kathe Hustace, and I am the current president of the Horse Emergency Evacuation Team. I am writing to add my support for the project to connect Union Road, for increased safety.

We are pleased to add our endorsement for the proposed project connecting Rodeo Drive (frontage road) to Union Valley Parkway and the 101 interchange.

As an entity that uses the grounds several times a year, this project would give us more safety in maneuvering our horse trailers. We have people coming in and going out from South county as well as San Luis Obispo County.

It is sometimes a hazard to head back towards Santa Maria Way to gain access to 101 north bound because we can't see what is coming off the freeway, or cannot safely make the turn before someone getting off meets up with us, usually at a high rate of speed, while we are trying to make a left turn to get on the freeway. Likewise, we have backed up traffic while trying to enter the southbound 101. It would be safer for us to go to Union Valley and get on where we can actually see the traffic going in both directions to know when to make our turn onto the freeway.

As this area develops, it will make it even more dangerous for us getting on and off the freeway to gain access to the rodeo grounds. This completion of the connection loop will improve circulation and enhance safety in this area.

We appreciate the County's willingness to move this project forward and look forward to its completion.

Sincerely,

Kathe Hustace, President
Horse Emergency Evacuation Team

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OCT 13 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

October 10, 2020

Laura Bridley, Chair
Planning Commission
Santa Barbara county
123 East Anapamu Street
Santa Barbara, CA 93101

<u>AGENDA ITEMS</u>	
ITEM #:	<u>3</u>
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RECEIVED
OCT 12 2020
S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Re: Circulation Element change for Union Valley Parkway

Dear Chair and Members of the Planning Commission:

Please accept this letter in support of the revision to the Circulation Element for the east extension of Union Valley Parkway to connect with Rodeo Drive. As a 35-year resident of Orcutt and a member of the Orcutt General Plan Advisory Committee in the early 1990's, the development and completion of the Union Valley Parkway project has been very important to me.

For some background, this interchange has been on county planning documents since the 1960's and was originally referred in the first County General Plan as the East West Expressway. In 1982, the name of this line on the maps was renamed Union Valley Parkway. Section of the road were built through the 1980's and 1990's but it was not until 2010 that the final plans for the interchange and the final construction was completed for UVP interchange and the road segments that took UVP west out to Blosser Road. This major transportation infrastructure project relieved traffic on Lakeview road, Santa Maria Way, Foster Road, and Clark Avenue.

In 1996-97, Unocal donated to the Santa Maria ELKs 200 acres on the east side of the Highway 101. The ELK's applied for a Conditional Use Permit for an event center. Over the last 23 years, Rodeo Facility, and the program that the Sant Maria ELKs run have become one of the best in the nation for its size. When events happen at this facility there is only one way in and one way out at Santa Maria Way and Highway 101.

Four years ago, the Santa Maria Joint Union High School District acquire land on this side of the highway to build a new High School campus for agriculture and technology classes. This campus is under construction and will be ready for classes in 2021.

Originally in the Orcutt Community Plan this side of the freeway was identified as Key Site 33 for future Highway Commercial development when there was a connection to Union Valley Parkway interchange. Unfortunately, the OCP did not clearly note the eastern connection to Union Valley Parkway interchange. When Caltrans did the project study report for the interchange, they made it clear that the county needed to have this connection in their circulation plans before they would consider an eastern access to the interchange.

Planning Commission
Union Valley Parkway
October 10, 2020
Page 2

So here we are today. The community is asking for the amendment to the Circulation Element as step one of many steps to connect the frontage road from Santa Maria Way to Union Valley Parkway.

This is a request that will address many safety issues as noted in the Mitigated Negative Declaration and the Staff Report. This amendment will address a community and valley issue and we hope that your Planning Commission will recommend approval of this project to the Board of Supervisors

I would like to note two comments on the OCP changes.

1. On page 140 second paragraph: In 2008 CalTrans completed a full diamond interchange at Union Valley Parkway.
2. On page 142 description of Rodeo Drive as a public right-of-way ends at the private drive known as Morningside Drive. In the future the extension and connection of Rodeo Drive to Union Valley Parkway will require acquisition of right-of-way from the current landowner. This description should be revised to make this clear.

Thanks very much for your consideration and time on this matter.

Sincerely

A handwritten signature in cursive script that reads "Laurie Tamura". The signature is written in black ink and has a long, horizontal flourish extending to the right.

Laurie Tamura, AICP
Principal Planner



Clark Stiles
President, Tri-Valley RC Modelers
4641 Hummel Drive
Santa Maria, Ca 93455

11 October 2020

Planning Commission
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, Ca 93455
David Villalobos Via Email dvillalo@co.santa-barbara.ca.us

Ladies and Gentlemen,

The Tri-Valley RC Modelers was founded in the Santa Maria Valley in 1964. We have over 85 members who build and fly airplanes, helicopters, gliders, and 'multi-rotors' of all sizes and types. Since 2009 we have had the good fortune of operating a sizable, well equipped flying field on the Elks Event Center property. Every year we host special events including a Giant Scale Fly In, contests, "Fun-Flys", BBQs, and many more that are frequented by scores of local residents.

Our membership overwhelmingly supports the proposed project that includes the connection of Union Valley Parkway to the frontage road. It will allow for much safer access to the Elks Event Center and our flying field for everyone. Currently access to the frontage road from Santa Maria Way is quite dangerous (from every direction) and puts our members and the community at risk.

We sincerely appreciate the County's consideration and support in making this important change that will benefit so many in the future.

Very truly yours,

Clark Stiles
President



October 12, 2020

Planning Commission
County of Santa Barbara
123 East Anapamu St
Santa Barbara, CA 93101

Via Email: Allen Bell- abell@co.santa-barbara.ca.us
David Villalobos - dvillalo@co.santa-barbara.ca.us

AGENDA ITEM 3	
ITEM #	3
MEETING DATE	10/14/20

Dear Commissioners:

I would like to add the support of California High School Rodeo Association, Inc, and California High School Rodeo Association, District 7 for the proposed project connecting Rodeo Drive (frontage road) to Union Valley Parkway and the US 101 interchange.

As a youth organization, we are able to host multiple youth events at the Santa Maria Elks Event Center during the year. Our contestants are hauling horses and livestock to the Event Center, and over the years the traffic has become a safety concern for our members, as this is the only exit for our contestants to take safely from US 101. This will not only benefit our CHSRA members during our high school rodeos, but also the traffic and safety of the community during the Santa Maria Elks PRCA Rodeo.

With the construction of the Career Technical Education and Agriculture Farm Center, we have become more concerned with the traffic that will impact the safety of those using the Santa Maria Way exits. With the completion of the connection from Union Valley Parkway to the frontage road, we feel this will provide an alternate for our contestants and the community, and ease the traffic from Santa Maria Way.

We appreciate your time in moving this plan forward. As our community is growing, we need to be proactive and find the safest and most efficient access and egress to US 101 and our facilities that draw in tourism to our area.

Sincerely,

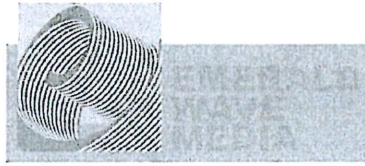

Jennifer Fleming, Secretary

RECEIVED

OCT 13 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

California High School Rodeo Association, District 7
305 Red Oak Way, Arroyo Grande, CA 93420 805-441-2121



Planning Commission
County of Santa Barbara
123 East Anapamu St
Santa Barbara, Ca. 93455

October 12, 2020

By email to:
David Villalobos, dviilalo@co.santa-barbara.ca.us

Dear Sirs,

Our company has been staging events at the Elks Event Center for over 20 years and work hand in hand with Elks Recreation for their events at the Center.

With this firsthand knowledge of event days, I strongly urge the Planning Commission to connect Union Valley Parkway with the Elks frontage road. This will allow two entry and exit points for event crowds, vastly improving logistics and increase the safety and convenience for the community at large.

The Elks and their Event center are a major contributor to the well being of the Santa Maria Valley, as such, connecting their frontage road to Union Valley would be very welcomed by the community.

We hope that you view this project as a major plus for the community.

Sincerely,

August Ruiz
CEO
Emerald Wave Media

PLANNING COMMISSION	
TO: #	3
DATE	10/14/20

RECEIVED

OCT 14 2020

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

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