

de la Guerra, Sheila

# Public Comment

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**From:** Paul Ollice <pnollice@gmail.com>  
**Sent:** Monday, March 7, 2022 5:03 PM  
**To:** sbcob  
**Subject:** Mar 8, 2022 - Orcutt Gas Station Dep Item #3 SBCOB  
**Attachments:** PaulOllice BOS\_OrcuttGasStation\_030822.docx



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Hello Natasha,

Please submit this letter of Public Comment regarding the Orcutt Gas Station hearing tomorrow.

Sincerely,  
Paul Ollice  
Tel: 805.689.9950

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March 07, 2022

Re: Planning & Development Review - Orcutt Gas Station and Convenience Store, 3616 Orcutt Rd. Parcel#107-011-028

I am writing today to voice my concerns regarding the Orcutt Gas Station Convenience Store. Yes, this corner was once a gas station, leaks occurred, money was spent, tons of clean soil trucked in - now to just do it again. Governor Newsom has said beginning 2035, the Zero Emission's goal will no longer permit new gasoline-powered cars and passenger trucks to be sold in the state. I believe there are six gas stations in the area already, one as close as  $\frac{3}{4}$  mi from this location literally at the other end of Lakeview – and others all within 2 miles in four directions on major roads like Hwy 135, McCoy, Betteravia, Bradley and Clark. Our community is not inconvenienced by a lack of gas stations. But if some insist, we need another, the obvious place would be on UVP. Those large open corners would work perfectly.

I take issue with the exception being made by the SB County Traffic Engineer Dept, that would allow Lakeview Road, now designated a Secondary Road to be changed to a Primary Road. There are signs on the road now saying no vehicle greater than 14,000 lbs. - a 53 ft tractor trailer weighs 80,000 lbs. The backside of my home is on Lakeview Road, and I can feel the vibration in the road when an 80,000 lb. truck travels down Lakeview. More trucks, more vibration and potential damage to our stucco homes. Does the surface depth of the road need to be increased to allow for the extra weight? Who pays for that? An underground wiring requirement seems obvious. This seems to be the point of today's hearing, please be consistent. Fires in CA from defective overhead wires, transformers and equipment failure have wreaked havoc on our state – please do your job. Make this project meet minimum standards. Do not allow this project to forgo underground wires. Would you have allowed an exception at Union Valley Parkway? Did you request the same of the Evergreen Shopping Center? Do you believe we are immune to fire?

By chance, I encountered a person connected to this project onsite one afternoon, and I stopped to introduce myself. I asked this person "how you will accommodate vehicles and drivers - and at the same time protect Lakeview students walking thru the gas station lot." His reply, "we can't." That's the very reason this project is not right, yet this was hardly acknowledged by the Planning Commission. Little recognition was given to the 20 letters submitted from local homeowners, people who live here and know this corner from their own firsthand experience. This corner cannot handle the estimated additional 1700 trips per day the project will bring. The amount going-on, that a driver needs to monitor as they intersect at this corner is immediate and quick in your face. Speed limits of 40 mph on Lakeview increase to 55 mph on Skyway the moment a car crosses the intersection. Orcutt Expressway has just dialed-back from 65 mph to 55 mph between the UPV & Foster crossroads. The extra traffic of 1700 additional trips, Skyway narrowing from two lanes down to one at Lakeview, the change in speed from 55 to 40 or vice-versa. School children, multiple frontage roads and now a Gas Station with 1700 per day additional trips entering and exiting, along with potential left turns happening within 20 yards of the intersection whose minimum speed is 40 mph - you can't mitigate away the total of these issues.

In conclusion, this is not automatic reaction against development, it's more a call to make the community better. One where the project's intentions are in-line with California's zero-emission's goal, one where we are mindful that a change in the road classification of street needs to adhere to the long-term plan – not facilitate a fiscal opportunity. The late 5<sup>th</sup> District Planning Commissioner Dan Blough said at the last Planning Commission zoom meeting "in my opinion, and I live close to this intersection, so I know it well, this was the most dangerous corner in the County." It's time the Board of Supervisors to step-in, listen to the people who elected them and practice public safety and sound fiscal responsibility equally. Underground wires seem a bare minimum, through these times of zoom meetings we lost community comment and safety clearly was the big loser in this process. This was and has been for anyone objecting to this project always about safety and good planning. Keep the community safe and plan responsibly in ways that reflect the visions of the community.

Respectfully,  
Paul Ollice