

Brianda Negrete

Public Comment - Group 1

#10



From: Schmuckal, Christopher
Sent: Monday, March 27, 2023 8:38 AM
To: sbcob
Subject: Public Comment Appeal, Highway 101, May 4th, 2023.
Attachments: Public Comment 03.27.23.pdf

Good Morning,

Attached are the public comment letters I have received for the Highway 101 Widening project that is scheduled to be heard on May 4th, 2023 at the Board of Supervisors. Please confirm receipt. If I receive any additional letters I will forward them as they come in.

Thank you.

Best,



Christopher Schmuckal
Senior Planner
Planning & Development
123 E. Anapamu St.
Santa Barbara, CA 93101
805-568-3510
cschmuckal@countyofsb.org
<http://www.countyofsb.org/plndev/home.sbc>

ALEX WEINSTEIN, MD

1405 Greenworth Pl., Santa Barbara, CA 93108

02/20/2023

County Board of Supervisors
105 E. Anapuma St., Room 407
Santa Barbara, CA. 93101

Dear Members of the Board of Supervisors:

I live in Montecito just a few blocks away from the 101 freeway. The existing noise from the freeway is terrible and I can only imagine how much worse it will be once the widening project is underway AND the freeway adds a lane on either side. Despite replacing all the windows in our home with double pane, sound reducing windows, the noise is still very bothersome and continues to get worse, especially from trucks and loud vehicles. The noise is very disturbing at night, often disturbing our sleep.

I am shocked that the relatively short segment of road widening in Montecito does not include the placement of sound walls as has been done for much of the widening project. A chain link fence is just not an acceptable alternative.

I hope the decision not to have sound walls can be reversed. If there is concern about increased risk of flooding related to sound walls than build them in areas where there has been no flooding (such as most of the segment from San Ysidro to Olive Mill) or build them in a staggered fashion or with other modifications to allow flow of water.

Carpinteria is in a similar location as Montecito with regards to the potential for flooding. I do not understand the rationale for allowing sound walls in Carpinteria but not in Montecito.

While doing the freeway widening, It would also seem to make sense to increase the size of the drainage culverts under the freeways as part of the construction to lessen the risk of flooding. In addition, as I think we saw in the latest heavy rains, the risk of significant flooding can be significantly reduced by keeping the debris basins and creeks properly cleared and open.

In addition to markedly improving the quality of life by reducing noise, sound walls and vegetation barriers help reduce near-road air pollution, thus also improving the health and safety in our community.

Please do the right thing and deny the application by Caltrans/SBCAG to eliminate the previously approved sound walls along the Montecito corridor, so that the original plans -- including sound walls -- will be required and retained for the freeway widening project.

Sincerely,

Alex J. Weinstein, MD

Schmuckal, Christopher

From: page robinson <robinsonpage@gmail.com>
Sent: Tuesday, March 7, 2023 5:51 PM
To: Schmuckal, Christopher, Supervisor Das Williams
Subject: Sound Walls Route 101
Attachments: SRA Report (97 Eucalyptus Lane) 6-24-22.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.

Dear Supervisor Williams and Chris Schmuckal at the
County Planning Office

I am in support of sound walls built on the South side of highway 101, particularly at Jameson Lane South by the San Ysidro off ramp. My house at 97 Eucalyptus Lane and South Jameson has been in the family since 1949, when there used to be a house between us and the Freeway :) Later razed to widen it. The impact of Freeway noise has become increasingly unhealthy over the decades.

I had the attached sound study performed to see how much a sound wall on my own property would help these noise levels. It does find the noise levels unhealthy at my house. I do not have the funds to personally erect this wall. Therefore I include this data with my request that Sound Walls be approved by the County along South Jameson Lane at the San ysidro off ramp.

My neighbor on Jameson Lane is in agreement.

- How Noise Levels at 97 Eucalyptus Lane Compare

Our noise monitoring and analysis shows that exterior noise levels at 97 Eucalyptus Lane currently exceed both the absolute maximum noise exposure limit of 65 L_{dn} for residential uses and the 60 L_{dn} "normally acceptable" limit everywhere except at the narrow pathway along the south side of the property, which is shielded by the house structure.

Respectfully,

Page Robinson

97 Eucalyptus La

Santa Barbara Ca 93108

202-258-2122

June 24, 2022

Page Robinson
robinsonpage@gmail.com

Subject: **97 Eucalyptus Lane, Montecito, CA**
Evaluation of Traffic Noise & Benefits of a Sound Wall

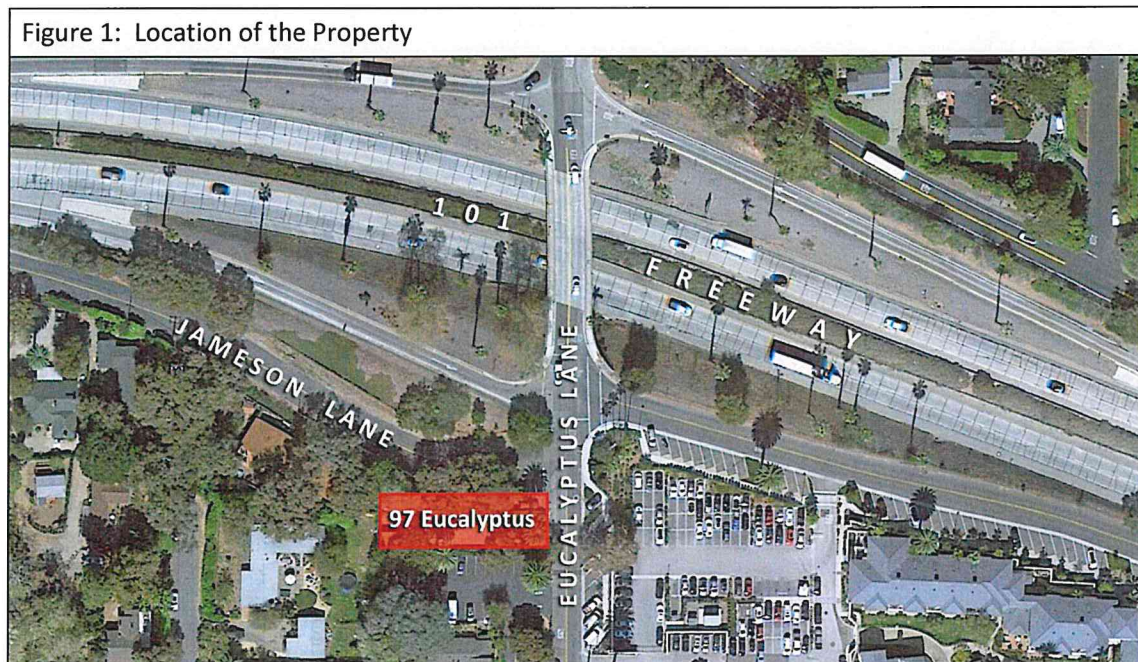
Dear Page:

We report here the findings of our evaluation of traffic noise impact and the potential benefits of a sound wall at 97 Eucalyptus Lane, Montecito, CA 93108.

EXISTING NOISE LEVELS

- Context

The property is located at the intersection of Jameson Lane and Eucalyptus Lane, approximately 250-feet south of the centerline of the 101 Freeway and within 100 feet of a freeway off-ramp, as shown in Figure 1. The dominant noise source impacting the site is freeway traffic, with intermittent additional contributions from local traffic flows on Jameson Lane and Eucalyptus Lane.



- Noise Monitoring

To establish existing noise levels, we installed a noise monitor on the north side of the front yard, shown as receiver location 1 in Figure 2. The noise monitoring platform was a Larson Davis LXT sound level meter, which satisfies the requirements for a Type 1 sound level meter (and exceeds the requirements for a Type 2 sound level meter) according to ANSI/ASA Standard S1.4. The calibration of the sound level meter was checked before and after use using a Bruel & Kjaer Type 4231 Acoustical Calibrator; no change was noted between the two calibration checks.



The noise monitor was programmed to measure and store Equivalent Noise Level (L_{eq}) values at hourly intervals over a 24-hour period beginning at 3PM on Thursday, June 16, 2022.

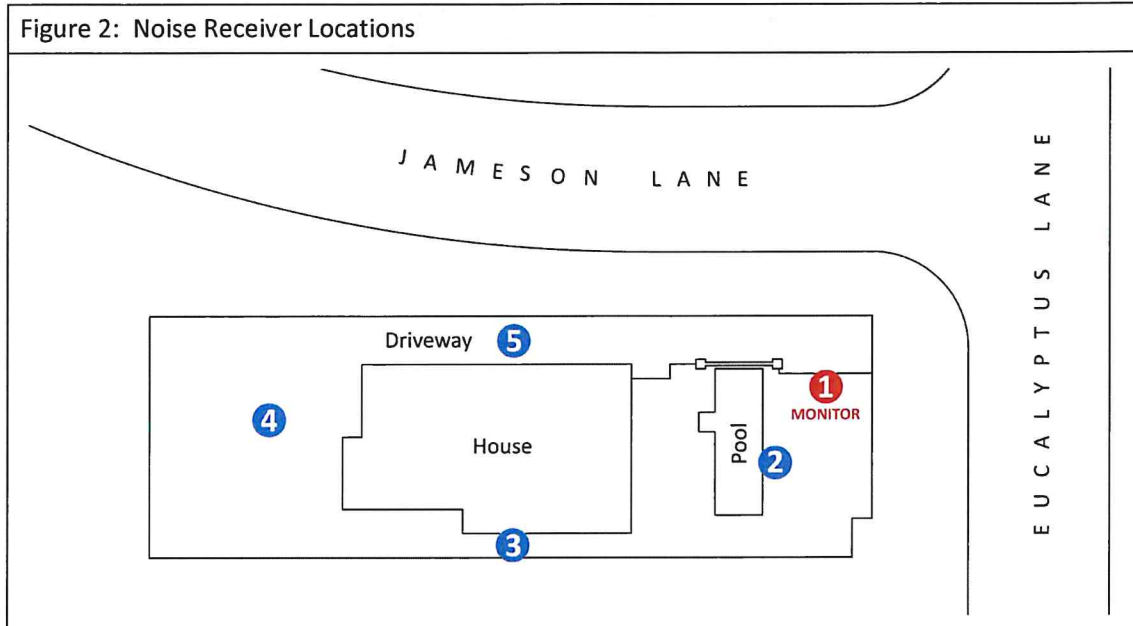
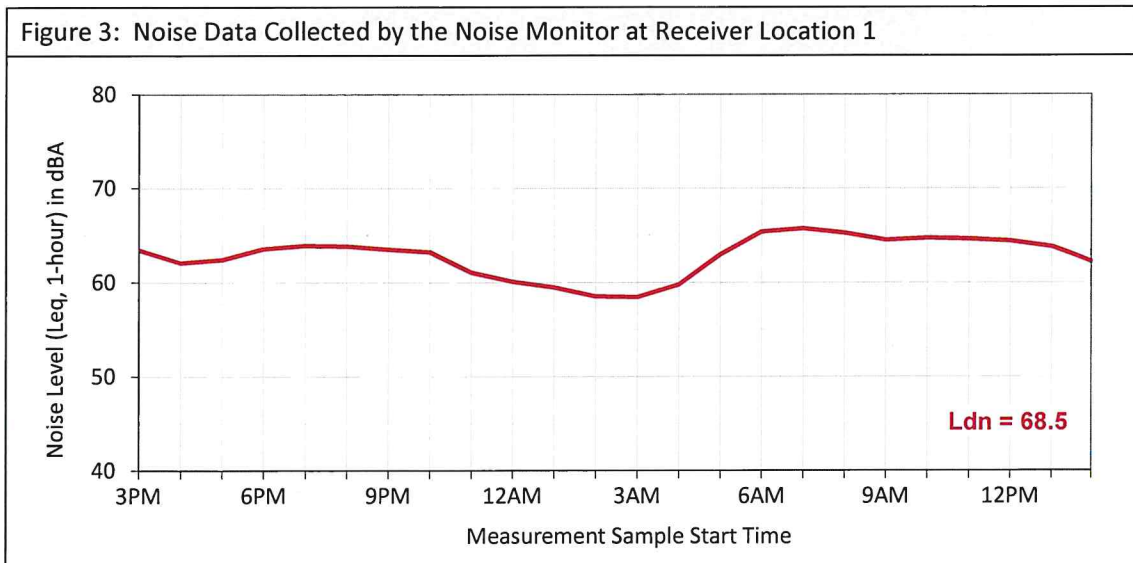


Figure 3 shows the data collected by the noise monitor during the 24-hour monitoring period. These results equate to a Day-Night Average Noise Level (L_{dn}) of 68.5 dBA.



- **SoundPLAN Noise Model**

A 3D noise model of the property and its surroundings created with SoundPLAN software (<https://www.soundplan.eu/en/software/soundplannoise>), has allowed us to project present-day traffic noise levels at four other receiver locations – shown as 2 through 5 in Figure 2 – based on the noise data collected by the noise monitor at Location 1. This approach provides a more complete picture of the noise climate around the property, as summarized in Table 1.



Receiver Location		L _{dn}
1	Front Yard North	68.5
2	Front Yard Center	68.3
3	South Pathway	59.8
4	Backyard Center	66.6
5	Driveway	70.1

APPLICABLE NOISE STANDARDS

- Santa Barbara County General Plan

According to the “Conclusions and Recommendations” section of the Noise Element of the Santa Barbara County General Plan (“Noise Element”), an L_{dn} of 65 should be regarded as the maximum exterior noise exposure compatible with residential uses, unless noise mitigation features (such as sound barriers) are incorporated into the project design.

The Noise Element also cites the State of California land-use compatibility standards, which identify an L_{dn} of 60 as the upper limit of a “normally acceptable” outdoor environment.

- How Noise Levels at 97 Eucalyptus Lane Compare

Our noise monitoring and analysis shows that exterior noise levels at 97 Eucalyptus Lane currently exceed both the absolute maximum noise exposure limit of 65 L_{dn} for residential uses and the 60 L_{dn} “normally acceptable” limit everywhere except at the narrow pathway along the south side of the property, which is shielded by the house structure.

- Sound Wall Design Goals

A sound wall will be required to reduce exterior traffic noise levels on the property, with a preferred design goal of 60 L_{dn} in all exterior areas. At a minimum, the sound wall should be designed to reduce exterior noise levels to below 65 L_{dn} at all exterior areas.

SOUND WALL – RECOMMENDATIONS & EFFECTIVENESS

- Location & Extent

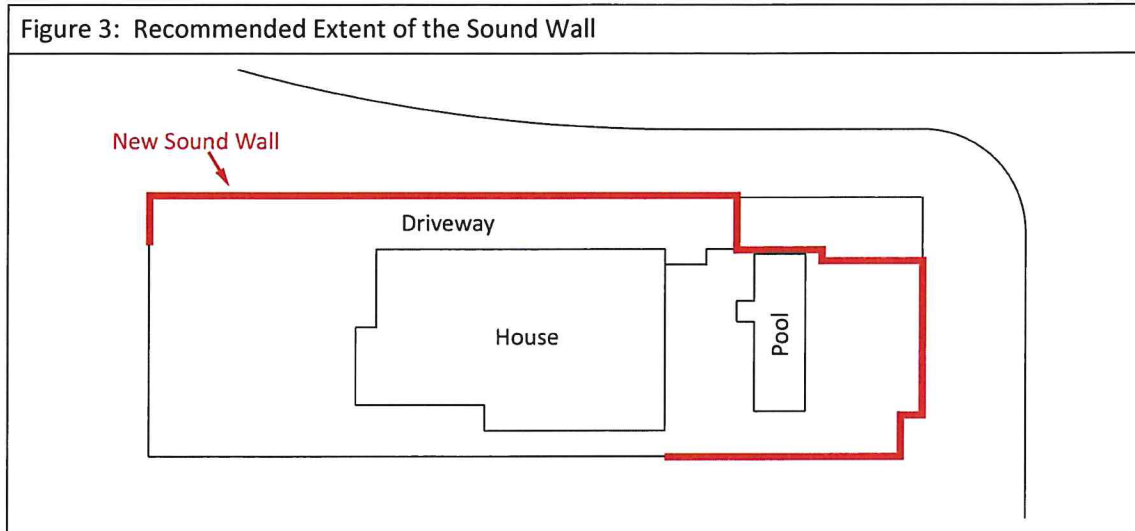
We recommend a new sound wall located at the property line, extending continuously along the north side and wrapping around the west, east and south sides – as shown schematically in Figure 3.

The length of the portion of the wall that extends partially along the west property line should match the distance between the house and the north property line (approximately 12-ft).

- Sound Wall Materials

The sound wall should be imperforate (no holes or gaps) and built from solid material. Heavy material is not necessary – a surface density of 2 or 3 lbs/ft² will suffice – but it may be preferred for non-acoustic reasons such as longevity and security. Suitable options include:

- Concrete block (painted or stucco finished)
- Stucco on lath/framing
- Profiled/corrugated metal panels (20 gauge minimum thickness)



As a general rule, we advise against relying on a wooden fence as a long-term sound barrier, because wood tends to degrade and shrink with time. That said, a well-built wooden fence, constructed from good quality tongue-and-groove cedar or redwood boards (1" thick minimum) would work as an effective sound barrier in the shorter term (5 – 10 years, depending on finish).

- Footings/Foundations

Your contractor must advise you on the necessary footings/foundations to achieve a stable and safe wall or fence; this is beyond our expertise as acoustical consultants. Note that the required footing/foundation depth will increase with wall or fence height.

- Access Opening, Gates

All access openings in the sound wall must be closed off as completely as possible with operable gates of solid, imperforate material, matching the height of the fixed wall elements. Wood or sheet metal are the most practical material options for gates at sound wall openings (notwithstanding the caution above about the possible limited lifespan of wood).

- Effectiveness

Using the SoundPLAN model, we have calculated net exterior traffic noise levels on the property for three sound wall heights: 6, 7 and 8-ft. Please note that a variance from the Building Department will likely be required for the 7 or 8-ft options.

Results of these calculations are summarized in Table 2.

Receiver Location		6-ft Sound Wall	7-ft Sound Wall	8-ft Sound Wall
1	Front Yard North	64.6	62.4	60.0
2	Front Yard Center	65.1	64.0	61.8
3	South Pathway	59.6	59.2	57.4
4	Backyard Center	63.1	61.9	60.9
5	Driveway	65.1	62.5	60.5



SUMMARY & CONCLUSIONS

- Our noise measurements and calculations show that the 97 Eucalyptus Lane property is exposed to significant levels of traffic noise, primarily as a result of proximity to the 101 Freeway.
- Over most of the exterior area, present-day traffic noise levels exceed land use compatibility standards for residential use, according to both the Santa Barbara County, which regards an L_{dn} of 65 to be the maximum exposure limit and the State of California, which considers an L_{dn} of 60 to be the upper limit of a “normally acceptable” outdoor environment.
- Calculations performed using a SoundPLAN 3D model show that a 7-ft high wall is required to reduce traffic noise in all outdoor areas to below L_{dn} 65. An 8-ft high sound wall would reduce sound levels still further, but not quite enough to meet the State of California L_{dn} 60 target in all areas.

Yours sincerely,

Steve Rogers Acoustics, LLC

Steve Rogers
Principal



APPENDIX: ACOUSTICAL TERMINOLOGY

dB	Human perception of loudness is logarithmic rather than linear. For this reason, sound level is usually measured on a logarithmic decibel (dB) scale. A change of 10 dB equates to a perceived as a doubling (or halving) of loudness, while a change of 3 dB is generally considered to be just perceptible.
dBA	A-weighting is the application of a frequency-weighted scale designed to reflect the response of the human auditory system, in which low frequencies are attenuated, while mid and high frequencies are emphasized. A-weighted sound levels are expressed as dBA.
L_{eq}	The Equivalent Noise Level (L_{eq}) is an energy-average of noise levels over a stated period of time. L_{eq} is the basic unit of environmental noise assessment in the United States.
L_{dn}	The Day-Night Average Noise Level (L_{dn}) is an average of the hourly A-weighted L_{eq} values measured over the course of a 24-hour period, with adjustments applied during the nighttime hours (10PM - 7AM) to reflect increased sensitivity to noise at night. L_{dn} is a metric used by Santa Barbara County, the State of California and others to evaluate noise impacts and land-use compatibility.

Charles Egan
1312 Danielson Road
Santa Barbara, CA 93108
(818) 288 4743
charley@charleyegan.com

Feb. 28, 2023

Clerk, Board of Supervisors
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101

Re: Appeal to Santa Barbara Board of Supervisors
Highway 101 Widening Project, Segment 4D
(Case No. 21DVP-0000000022), approved December 14, 2022, by the Santa Barbara County
Planning Commission

Members of the Board of Supervisors:

I am writing to appeal a decision by the Santa Barbara County Planning Commission in the above-referenced case dealing with the Highway 101 Widening Project, Segment 4D, which decision was made on December 14, 2022. Specifically, Caltrans/SBCAG eliminated sound walls from Segment 4D, which is the Montecito corridor of the freeway expansion project, and the Planning Commission members stated that they lacked the authority to order that Caltrans/SBCAG reinstate the sound walls in the plans for the project, because only the Board of Supervisors has such power, having been the body which adopted the Recovery Map following the 2018 Debris Flow.

I live at 1312 Danielson Road, roughly 50 yards from Highway 101, and it is important to me that we have a sound wall like all the other areas of Santa Barbara and Carpinteria.

FEMA Interim Recovery Map used to Eliminate Sound Walls

Caltrans/SBCAG informed the public early this year that Santa Barbara County Flood Control had set standards which make it impossible to build sound walls in the Montecito corridor. Flood Control dictated that the interim FEMA Recovery Map must be used in the determination of whether sound walls could be built in the Montecito corridor. Caltrans/SBCAG determined that they could not meet the standards required by Flood Control.

The Recovery Map was only interim and advisory in nature, designed to help private sector homeowners decide whether, where and how to rebuild to withstand or avoid future flooding from a 100-year storm -- which is an extreme weather event. (See attached FEMA publication entitled "Regulating Within a Floodway" for longer discussion.). It should not have been used to frustrate the building of a public works project such as the sound walls, for the benefit of all of us in the public sector.

Flood Control prescribed the following two conditions for the design of the sound walls for Montecito:

1. Caltrans/SBCAG were required to assume all the culverts and bridge drainage channels in Montecito were blocked; and
2. Caltrans/SBCAB were required to meet a "zero rise" standard for accumulated rainwater behind the sound walls.

Flood Control contends that these preconditions are dictated by the 2018 Recovery Mapping Project, which dealt with that year's debris flow, triggered by a 200-year storm on the heels of a massive wildfire. That map provided Flood Control with the extremely conservative assumptions, set forth above. However, Flood Control failed to consider its own work in expanding the debris basins which will mitigate downhill debris flow. Moreover, as the "zero rise" standard indicates, their concern with sound walls dealt with flooding, not debris flow. It is also likely impossible to meet this standard.

The Recovery Map was based on a debris flow rather than rain causing a flooding situation. But FEMA's map assumed a 100-year flood. A Flood Control representative was quoted as saying: it was: "a worst-case scenario -- even the powerful floods of January and March 1995 were not 100-year events." (See news article at <https://www.edhat.com/news/fema-recovery-map-enlarges-flood-plain-in-montecito-and-carpinteria>. Copy attached.)

There should be a balance struck between the daily public health and safety benefits of the sound walls against the more remote problems of clean up in the event of possible flooding. This is only an interim map, after all, and Flood Control made assumptions based on the map that are unreasonable in terms of what will be lost to the community in health and safety benefits by not having the sound walls. Only the elected members of the Board of Supervisors possess the power to balance these factors and reinstate the sound walls to the plans which will be approved for Segment 4D of the public works project.

FEMA itself recognizes that it is impossible to correctly determine areas of concern for flooding. From an article in the Washington Post, December 6, 2022: FEMA stresses the maps are not meant to be predictive and that residents considering buying flood insurance should take into account other aspects of the overall risk to the property. "Maps do not forecast flooding. Maps only reflect past flooding conditions and are a snapshot in time. They do not represent all hazards and do not predict future conditions," Michael Grimm, acting deputy associate administrator of FEMA's Federal Insurance and Mitigation Administration, told The Washington Post. (<https://www.washingtonpost.com/climate-environment/interactive/2022/fema-flood-risk-maps-failures/>)

Noise and Air Pollution

We moved to our home in 1962. Freeway noise has always been constant. I have considered replacing our windows with double-paned glass, but it would be \$25k to \$50k and that's prohibitive. Being protected from the increased noise of what will be six lanes of traffic is extremely important to me. I have never wanted freeway expansion but rationalized that at least we would have sound walls. What's upsetting to me is that the sound walls have always been part of the freeway expansion plans -- until now.

In 2016, the L.A. Times ran a story entitled "You can't ignore all that road noise: It could shorten your life" which, as do many other sources, documents the harm to health road noise can cause.

(See <https://www.latimes.com/health/la-he-road-noise-20160109-story.html>).

Another example from 2018 ran in the The Guardian entitled "Sonic doom: how noise pollution kills thousands each year."

(See <https://www.theguardian.com/lifeandstyle/2018/jul/03/sonic-doom-noise-pollution-kills-heart-disease-diabetes>.)

In addition to noise mitigation, research has shown that sound walls also mitigate "near road air pollution." Caltrans itself has been exploring this concern itself with a study conducted by experts at U.C. Riverside. (See Air Quality, Atmosphere & Health (2022) 15:363-372; link <https://link.springer.com/article/10.1007/s11869-021-01104-9>) Copy attached.

Here is an excerpt: "Air pollution associated with vehicle emissions from roadways has been linked to a variety of health effects. Wind tunnel and tracer studies show that noise barriers mitigate the impact of this pollution up to distances 30 times the barrier height." Also so attached is an email exchange I had last August with one of the U.C. Riverside professors who wrote the article. He confirmed the study's findings.

The sound walls allow the pollution to be dissipated by the wind above the roadway. Without the sound walls, the air and particulate pollution spreads out at ground level to surround and contaminate nearby properties, such as my family's home. The fact is that many homes like ours are situated only a few yards from the edge of the freeway along N. Jameson. These properties' close proximity was the result of losing significant frontage to Caltrans at the time of partial condemnation in the 1960s for the building of the freeway.

Why have Caltrans/SBCAG not bothered to concern themselves with the issue of near road air pollution in making decisions about sound walls along the Montecito corridor, when it is a serious health and safety matter?

The State and County agencies recognize that it necessary to seek approval to eliminate our sound walls, which is why they went to the Planning Commission for approval. There should be a balance struck between the sound walls which day in and day out provide citizens with significant public health and safety benefits of reducing noise and air pollution against the

more remote problems of clean up in the event of possible 100-year flood – an event with a one-percent chance of occurring in any given year. As the Planning Commission recognized, only our elected representatives on the Board of Supervisors have the power and discretion to properly weigh those factors and give us back our sound walls, perhaps with flood gates as was done in Carpinteria.

Carpinteria Got Sound Walls, Even Though Also in Recovery Map

Carpinteria is also located within the 2018 Recovery Map area. This gives rise to the question: Why did Flood Control not also eliminate the sound walls from Carpinteria?

The Recovery Map includes most of Carpinteria, which also runs the risk of a 100-year storm and, according to Flood Control, should adhere to its rigid standard. To balance matters in favor of the obvious daily health and safety benefits of mitigation of noise and air pollution, someone in a decision-making position for this similarly situated neighboring community must have balanced matters and allowed the sound walls to be built, with floodgates.

Conclusion

We ask you to recognize our identical need and do the same for Montecito as was done for Carpinteria. A different standard was used for Carpinteria, allowing Caltrans to build sound walls with flood gates as part of the widening project on the 101-freeway, even with two-thirds of its area within the Recovery Map. We request that you deny the application by Caltrans/ SBCAG to eliminate already sound walls along the Montecito corridor, so that the original plans including sound walls will be required and retained.

Cordially,
Charles Egan

cc: Environmental Review Officer

P.S. An appeal from the Planning Commission to the Board of Supervisors involves NO appeal fee. This matter is in the Coastal Commission's Appeals Jurisdiction so there is no fee for appealing. However, I am tendering a check for a fee to protect my right to appeal, because I do not know how to obtain an exemption determination -- with the hope that the check will be returned, or my money refunded upon examination of the situation.

Schmuckal, Christopher

From: Laura Tompkins <ldyluk47@yahoo.com>
Sent: Sunday, January 29, 2023 3:45 PM
To: Schmuckal, Christopher
Subject: Sound Wall Montecito Corridor Reinstatement For Resident's Health and Safety

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 Mr. Schmuckal,

As you undoubtedly know, the promised sound walls along the Montecito Corridor were taken away and an appeal for reinstatement has been filed. Those of us who live close to the 101 off North Jameson are very concerned for our health and safety with the widening of the 101 freeway. It makes no sense whatsoever when Carpenteria is in the exact same path of flooding and the sound walls there have been constructed with flood gates. We request the same walls continue, as promised, along the Montecito corridor.

Please add this appeal to your agenda. Air and noise pollution is a health and safety hazard that should be taken seriously with the lane additions of the 101 freeway.

Thank you for your prompt attention to this matter.

Laura Chupack
67 La Vuelta Road
93108

Sent from Yahoo Mail for iPad

March 9, 2023

RE: Save our Sound Walls

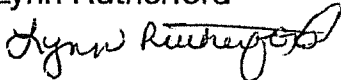
I am writing this letter to ask the Board of Supervisors to appeal the decision made by the Santa Barbara County Planning commission on December 14, 2022 in the case dealing with the Highway 101 Widening Project, Segment 4D. It has been brought to my attention that the Board of Supervisors has the authority to order CalTrans/SBCAG to reinstate the sound walls along the Montecito corridor.

As a twenty-two year resident living on Danielson Road, the freeway noise as well as the freeway caused airborne pollution is a constant concern. Bringing the freeway closer to homes will only intensify these concerns. I urge you to consider residents living close to the freeway. The noise is obvious. As we all know, noise is a pollutant that can effect health issues, including disrupting sleep patterns. The freeway also creates visible dander which is quite tangible to nearby residents. It is a light black dust that is not just a nuisance, but also unhealthy to breathe.

I know that there are differing opinions about the risk of the sound walls. I believe that since Montecito has mitigated the risk, we are in a great position to re-instate the original sound wall construction.

I was always upbeat about the widening of the freeway as I was anticipating the much needed sound walls. The benefits are absolutely obvious. Please approve the construction of sound walls with flood gates along the Montecito corridor.

Thank you,
Lynn Rutherford



1374 A Danielson Road
1374 B Danielson Road
Montecito, CA 93108
805 705 1376

RECEIVED

MAR 15 2023

S.B. COUNTY
PLANNING & DEVELOPMENT

Schmuckal, Christopher

From: Msmilgis <msmilgis@aol.com>
Sent: Saturday, January 28, 2023 10:34 PM
To: Schmuckal, Christopher
Cc: jc.colby@mac.com
Subject: sound walls along the 101 at Olive Mill Rd

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.

Hi, My name is Martha Smilgis and I am owner of the condo at 82 Olive Mill Road. I beg you to do everything you can to get sound walls built along the ocean side of the freeway north and south of Olive Mill Road.

One would be along Virginia, which would help the entire neighborhood. The other would also help the depot exit ramp, and the back of the Biltmore, aka 4 Seasons.

We are all happy with the roundabout at the CVR and Olive Mill intersection, but the enlarged freeway and increased traffic along Olive Mill Road on the ocean side, would make a sound wall a true gift from the planning gods and cal trans gods.

It will be 40 years until EVs will effect the noise level and nasty particulate matter on the 101 and Olive Mill Road.

Thank you, Martha Smilgis (805-448-6482)

Schmuckal, Christopher

From: Pauline Paulin <ppaulin196@gmail.com>
Sent: Monday, January 30, 2023 4:07 PM
To: Schmuckal, Christopher
Subject: Sound Walls in Montecito

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.

January 30, 2023

To: Chris Schmuckal
County Planning Office

From: Pauline Paulin
1459 S Jameson Lane
Montecito, CA 93108

Re: Sound Walls along proposed improvements to Hwy 101 in Montecito

As a property owner at the above address since 1980 and a resident since 2010, I wish to add my name to the people whom the aforementioned Sound Walls deeply effect.

It was with great joy that I first read of the proposed Sound Walls, such as grace the highway in Carpinteria. Then a great sadness when I read that they were not to be constructed along 101 in Montecito.

Before living on South Jameson, I had little idea of how noisy the freeway could be. My first improvement to my building (when I moved in and found out how loud and unpleasant the freeway noise could be) was to have dual-paned windows installed. This made a difference inside the house. But outside, on my deck: not pleasant. Even a water fountain I installed had little effect on the ever-present highway noise. It would take a Niagra Fall to cover the constant roar of engines and wheels on the road.

This is not even to mention the noxious and possibly dangerous fumes escaping from all those engines. A sound wall could also act to direct these gases upward.

Is the reason given for not including sound walls here really credible? As a Lower Montecito Creek-side resident, having survived two major "rain events," I can attest to at least one major problem with rain run-off onto roads and highways: perhaps this is a result of not maintaining good channels on our creeks so that rain can run smoothly to the ocean.

I'm happy to see that some attention is being paid to this issue by the County Planning Office, whose job here is to see that the right and careful thing is done to protect our roads and our properties.

Thank you for your consideration.

Pauline Paulin
805 637 9421
ppaulin196@gmail.com

(copy to Das Williams)

Schmuckal, Christopher

From: Randall Badat <rbadat@cox.net>
Sent: Wednesday, February 15, 2023 9:49 AM
To: Schmuckal, Christopher
Subject: Montecito Sound Wall

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 Chris Schmuckal,

As a 30 year homeowner and resident of Montecito I wish to express my deepest concern, disappointment and outrage that the proposed sound wall through the Montecito corridor is being shelved. Through all the public outreach concerning the Highway 101 Widening Project by both CalTrans and SBCAG which guarantees us years of inconvenience and disturbance -- the promised sound wall has been the only aspect which held significant appeal for longterm improvement in our daily lives. The highway, widened or not, will continue to produce noise and air pollution while the sound wall, as proposed and promised, stood out as the only mitigating factor to provide some relief from both. The roar of freeway traffic and the stench of truck diesel exhaust is a blight and should long-ago have been addressed and remediated.

The Carpinteria corridor, which is subject to the same threat of flooding, has a sound wall with flood gates. We deserve and demand the same implementation. To deny us this life-improving aspect to an otherwise life-disrupting undertaking is more than merely prejudicial and unfair... it smacks of political favoritism. Please act on our behalf now.

Thank you,

Randall Badat

Schmuckal, Christopher

From: Katie Stewart (Rick Kurtzman Asst) <rkurtzmanasst@caa.com> on behalf of Rick Kurtzman <rkurtzman@caa.com>
Sent: Thursday, February 16, 2023 10:48 AM
To: Schmuckal, Christopher
Subject: SAVE OUR SOUND WALLS

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 am hugely concerned with the impact of noise intrusion that will be caused by the new freeway development, and that a lack of installation of a sound wall will create a permanent problem in lifestyle and disrupt our entire community. This is unacceptable to myself and all of the neighbors in my area. Please make sure this is remedied immediately.

Regards,
Richard and Susan Kurtzman
145 La Vereda Rd, Montecito, CA 93108

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March 3rd, 2023

Dear Board of Supervisors,

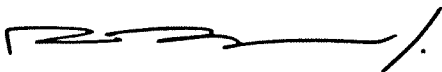
I am writing to express my support for the construction of a sound wall along the 101 freeway in Montecito, specifically Segment 4D of the 101 Widening Project. As you may be aware, the noise from the freeway is a nuisance to nearby residents such as myself and my family. Unfortunately, with the additional traffic passing through our community on the 101 over the years, the situation is only getting worse.

My understanding is that CalTrans removed the wall from the scope of the project due to matters surrounding the debris flow. Despite being in a FEMA recovery map, sound walls were successfully built in Carpinteria along the 101 freeway to protect residents from noise pollution. It's clearly possible to prioritize the needs of residents and build sound walls even in areas with unique challenges.

Studies have shown that exposure to excessive noise can have negative impacts on health and quality of life, including increased stress levels, difficulty sleeping, and decreased productivity. Sadly, my family and I are finding these issues affecting us. Additionally, I'm concerned that the cost of inaction may be even greater, as noise pollution will lead to decreased property values. I'm not sure why exactly, but the noise is considerably more noticeable in the past couple of years and is now audible night and day.

I urge you to support the construction of a sound wall along the 101 freeway in Monetcito. By doing so, we can prioritize the needs of our community and improve the quality of life for residents. Thank you for your consideration.

Sincerely,



Ryan Brown

1385 Virginia Rd, Montecito

Schmuckal, Christopher

From: Scot Richardson <scot_richardson@hotmail.com>
Sent: Tuesday, February 21, 2023 7:44 PM
To: Schmuckal, Christopher; Williams, Das; Francis, Samantha; Monique Limon; rbmackzie@gmail.com; scottsmigel@gmail.com; Scot Richardson
Subject: 101 Highway Expansion in Montecito - SOUND WALLS ARE ABSOLUTELY NECESSARY
Importance: High

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 Members of the Santa Barbara County Board of Supervisors and Planning Commission:

As a resident of Santa Barbara and Montecito for more than 35 years, I am very concerned about many of the negative changes that are occurring in the Montecito community.

Recently, I became aware that Cal Trans has decided to alter the plans for the freeway through Montecito, eliminating the sound walls. As a resident of Montecito, I believe this is totally unacceptable. I cannot understand why sound walls were deemed necessary in Carpinteria, where most of the homes are further displaced from the freeway, but not deemed necessary in Montecito. During the last few weeks, CalTrans and Granite Construction have drastically altered the environment, removing most of the trees and vegetation along the freeway. Not only have these measures damaged our local environment, but they have also negatively and severely adversely impacted the beauty of our community. The trees and vegetation are what make Montecito so beautiful, and the removal of trees, plants, and flowers will certainly affect quality of life, environment, and property values in our community. In the few weeks that the trees and plants have been removed from the side of the freeway, the noise pollution has increased tremendously in my neighborhood. I now constantly hear the freeway. As a physician, I am concerned that this chronic noise exposure will jeopardize the hearing and health of my family. As with most residents of Montecito, I believe the sound walls are absolutely necessary, and I expect our elected officials to strongly advocate further community.

Sincerely,
Scot Richardson, M.D.

Schmuckal, Christopher

From: Steve Hicks <smhicks805@gmail.com>
Sent: Friday, March 10, 2023 4:40 PM
To: Schmuckal, Christopher
Cc: Williams, Das
Subject: 101 sound walls in Montecito

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 Mr. Schmuckle,

It is my understanding that there will be a hearing on April 4th with the County Board of Supervisors to review the decision to place fencing rather than a sound wall along certain parts of the widened 101 in Montecito. This email is to register my opinion, rather my conviction, that structural changes to the widened freeway allowing future anticipated water to flow under the freeway should be made. As a secondary benefit of doing this, the design would allow a sound walk to be constructed along North Jameson for the entire distance from Sheffield to San Ysidro.

While there are many arguments that can be made for a redesign, the most fundamental are to reduce the ongoing risk of flooding on the 101 and to effectively reduce the level of noise and pollutants emanating from the freeway to the neighboring properties.

For all the improvements being made to the 101, it will only function as well as the weakest link. It is sad to think that the acknowledged, but unnecessary, weakest link will be at this point.

Between decreased absorptive areas north of the freeway over the years and, as we have seen in the last few years, more dramatic weather events and rainfall, the county risks endorsing a plan that will cause anticipated delays and expenses for a great many of our citizens over the coming years and decades.

Thank you for reconsidering this issue.

Best regards,

Stephen M Hicks
145 Pomar Lane
Santa Barbara, CA 93108
805 729 1862
smhicks805@gmail.com

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

Re: Highway 101 Project Review

To Santa Barbara Board of Supervisors Members:

The Santa Barbara Board of Supervisors (“SBBOS”) should require the placement of architecturally appropriate walls along the 101 Project through Montecito. SBBOS is in place to preserve, protect, and enhance the environment in Santa Barbara. One of those special environments that has been protected for over 50 years is the 101 corridor through Montecito. As you head northbound on the 101 over the hill from Summerland you immediately realize you are entering a special and unique place. Please preserve that environment and make sure that future generations get to enjoy the special character that is Santa Barbara by requiring the correct architectural walls and landscaping to soften the massive 101 Project.

Caltrans is attempting the oldest trick in the book – the bait and switch. Caltrans initially sold the Santa Barbara community on the 101 Project with beautiful drawings that included the promise of concrete walls and intricate landscaping. We all bought in to the artwork and promises they set forth for a strong environmental softening of the project. It looked good and the community did not object. Then, Caltrans tore up the 101 and started construction. Now, they claim the architectural walls cannot get federal funding and, therefore, they need to install chain link fencing. The bait (concrete walls) and the switch (chain link). Please do not let them get away with trick.

Chain link? Really? The gateway to Santa Barbara. Chain link? Do you really want that to be your legacy? Do you want that to be the new Santa Barbara motif? The community of red tile roofs will now be the chain link place. You should be saying “not on my watch”.

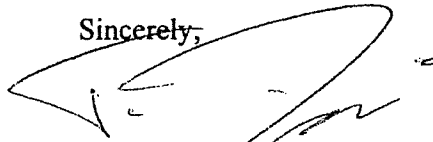
Our community has collectively sacrificed so much in the name of environmental preservation and architectural significance. And, the SBBOS has helped make that happen. For decades, homeowners and businesses have altered architectural elements, added walls, improved landscaping, and otherwise designed and constructed projects to meet your standards – often at significant sacrifice of time, energy, and capital in order to benefit our community. They did not get a pass from the SBBOS because it was too hard, too expensive, or too time consuming. They were held to the high standards Santa

Barbara has chosen for itself. Now, you are entrusted as our elected officials to once again hold up these standards and mandate Caltrans use the originally proposed solid, concrete/stone walls and intricate landscaping on the 100 Project.

Funding is not a reason to ignore architectural and environmental integrity. It is not part of the SBBOS criteria. So, the contention by Caltrans that properly designed walls (that meet flood criteria) do not also meet sound wall requirements for federal funding is irrelevant. Who cares about Caltrans "sound wall" funding? Funding is simply not an issue for SBBOS. Your issue is compliance with original plans and protecting Santa Barbara's environment and architecture. Caltrans must be required to design and construct walls that meet the standards that Santa Barbara mandates while also meeting whatever flood goals also need to be achieved. If the final approved walls are not "sound walls" (as defined by the federal government), so be it. The purpose of the walls in Caltrans' beautiful artwork they used to win support was aesthetics, environment and architecture. We were not looking at "sound" in the artwork, we were looking at walls and landscaping that met the mandates of Santa Barbara style – the same style you routinely mandate for all other projects in and around this portion of Santa Barbara. You do not see a chain link fence around the Miramar, or in front of Casa Dorinda, or adjacent to the new house being built on San Ysidro. This "sound wall" funding stuff is nonsense. Caltrans is simply looking for a cheap solution and blaming federal rules as an excuse to ignore the SBBOS standards.

Simply put, Caltrans must be held to the same standards as the rest of us and they must design new walls that meet the style, architecture, and environmental enhancement goals of SBBOS.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas D. Deardorff, II". The signature is stylized and somewhat abstract, with a large loop at the end.

Thomas D. Deardorff, II
135 Miramar Avenue
Santa Barbara, CA 93108

To: Clerk, Board of Supervisors,

I live near the highway on Miramar Ave and have enjoyed the location very much for 23 years and have endured the traffic noise. I am very worried about the additional noise the expansion of the 101 will cause. I am very much in support of the sound walls being installed.

Not only will the noise be a factor, but the quality of fresh air and safety will be adversely impacted. Air pollution will be less with the addition of the wall.

With a wall safety for our property and pedestrians will be improved. A wire fence is no protection from a car going off the road and though a fence. There are many walkers and bikers on both sides of the 101.

The flooding during the debris flows 5 years ago was mostly caused by the creeks not being fully cleaned out.

If there is room for a bike path why isn't there room for a wall on North Jameson

I understand that Carpenteria has the walls in similar circumstances as our neighborhood. Seems like we should be able to have walls with flood gates as the Salinas wall have.

Please take these considerations in account from people who live in the area deemed not safe for a wall. We will feel safer with a wall!

Jeanne Towles
118 Miramar Ave
Montecito

RECEIVED
2023 MAR 15 P 12: 59
SANTA BARBARA COUNTY
BOARD OF SUPERVISORS

To: Das Williams

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Jeanne Towles
118 Miramar Ave
Montecito

RECEIVED
2023 MAR 15 P 12: 59
COUNTY OF MONTEREY
BOARD OF SUPERVISORS

JEANNE G TOWLES
118 MIRAMAR AVE
SANTA BARBARA CA 93108-2626

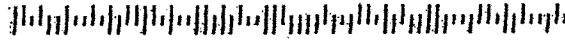
SANTA BARBARA CA 931

13 MAR 2023 PM 2 L



Clerk, Board of Supervisors
105 E. Anapamu St
Room 407
Santa Barbara, 93101

93101-206699



March 20, 2023

RECEIVED

To Whom It May Concern:

2023 MAR 24 P 2:44

COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

I'm writing to alert you to the fact that the removal of Sound Walls from CalTran's Highway 101 Widening Project, Segment 4D, is a clear and direct violation of the Clean Air Act and likely California Penal Code 374.3.

The Clean Air Act subchapter IV requires Noise Pollution abatement in "any case where any Federal department or agency is carrying out *or sponsoring* any activity" to prevent deleterious health outcomes for communities adjacent to "rail and motor carriers... transport equipment, trucks, [and] motorcycles."

The planned removal of the Sound Walls along the Montecito corridor clearly violates this federal law and would be carried out with pre-meditation and full knowledge of the fact that doing so would poison whole swaths of the Montecito community and its residents.

To park the removal under the guise of flood-prevention is not only disingenuous, as Sound Walls are neither the direct nor proximate cause of flooding in the Montecito area, but it is also defended by dubious, probabilistic, projections from a dated FEMA flood map designed to be interim and advisory in nature. Since the publication of the 2018 FEMA flood map, serious work has been done to expand debris basins which have a clear direct and proximate effect on flooding in the area.

To reiterate, removal of the Sound Walls is to knowingly, not probabilistically, poison several hundred residents in clear violation of decades of Federal and State Laws.

I urge you to keep the Sound Walls in the CalTran's Highway plans or reach some level of assurance that the underlying assumptions that Sound Walls will, in fact, cause increased flooding can withstand the scrutiny of Federal Court and obviously outweigh the Clean Air Act's requirement for noise abatement. Further, bring to light and share how underlying assumptions that Sound Walls will, in fact (not probabilistically), cause increased flooding and how those assumptions are of obvious greater health and safety benefits than the Federally required noise-abatement.

Thank you for your time,



Vicki J. Winters, Trustee

SB3 Trust

104 La Vereda

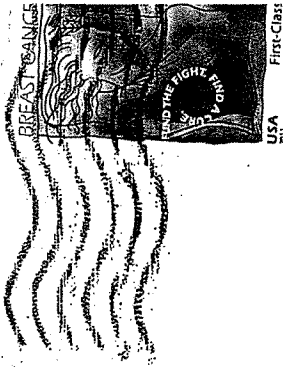
Montecito, CA 93108

SBS
104 LA VEREDA
MONTECITO, CA 93108

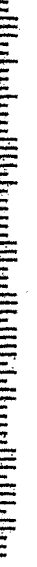
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2023 MAR 24 P 2:44
COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

BOARD OF SUPERVISORS
ATTN: CLERK
105 E. ANAPAMU ST.
ROOM 407
SANTA BARBARA, CA 93101

SANTA BARBARA, CA 931
21 MAR 2023 10:53 AM



669902-10166



Brianda Negrete

From: Schmuckal, Christopher
Sent: Wednesday, March 29, 2023 10:51 AM
To: sbcob
Subject: FW: Sound Wall Letter to B of S re: Hearing April 4, 2023 (Caltrans Hwy 101 Project)
Attachments: Kia Sound Wall Ltr 2 B of S re Conditions.pdf

Follow Up Flag: Follow up
Flag Status: Completed

This is another public comment letter for the Smigel, Mackenzie Appeal of the Highway 101 Segment 4D Project scheduled to go to the Board of Supervisors on April 4, 2023.

Best,



Christopher Schmuckal
Senior Planner

Planning & Development
123 E. Anapamu St.
Santa Barbara, CA 93101
805-568-3510

cschmuckal@countyofsb.org

<http://www.countyofsb.org/plndev/home.sbc>

From: KIA MCINERNY <kiaspeak@cs.com>
Sent: Wednesday, March 29, 2023 9:52 AM
To: Schmuckal, Christopher <cschmuckal@countyofsb.org>
Subject: Sound Wall Letter to B of S re: Hearing April 4, 2023 (Caltrans Hwy 101 Project)

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.

Hi Chris, good morning! Please find attached my letter in support of the appeals regarding the Caltrans project, for hearing scheduled April 4 at 9 AM.

May we reserve one slot for public comment? Either Gary G Kuist, or myself, Kia McInerny.

Thank you so much for your help.
Kia McInerny, 310 502 4749

Clerk, Board of Supervisors
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101
cc: Das Williams

Re: [SOUND WALLS] Appeals to Santa Barbara Board of Supervisors; Highway
101 Widening Project, Segment 4D; approved December 14, 2022

I support the appeals referenced above. Should the Board decline to fully reverse the December approval, I request the Board **VOTE UNANIMOUSLY TO REVISE AND AMEND CONDITIONS 26 and 27 of the "Conditions of Approval"** included as Attachment B-1 and B-2 Of the Memo dated December 6, 2022, as modified at the hearing on December 14, 2022. (Attached.)

1. CONDITION 26 IS MEANINGLESS IN ITS PRESENT FORM.

The stated reason Santa Barbara Flood Control (SBFC) eliminated long-planned sound walls from Segment 4D was based upon alleged SAFETY concerns. It was hypothesized that, based upon 2018 FEMA Recovery maps (soon to be updated) sound walls along the Montecito corridor would "cause additional flooding."

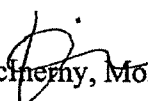
Conditions 26 and 27 were intended to leave open the likelihood of future installation of sound walls once updated information was available. (By December, 2022, the community and planning agencies already recognized that the FEMA Recovery 2018 maps would shortly be updated, and additional flood prevention measures effected — making obsolete the data upon which SBFC relied in its flood modeling.)

Unfortunately, the "weasel words" of Condition 26 fails as a condition. The so-called "trigger" for Caltrans' re-analysis of sound walls is NOT SAFETY, but whether the sound walls would be "reasonable and feasible to implement." In short, the decision to revisit the sound wall decision is left to Caltrans' full discretion — adding scheduling and budget as possible reasons to reject future sound walls. This is contrary to the original intention, and gives Caltrans an unfair and unplanned benefit - at the community's expense.

Condition 26 should be amended to state that, if during construction, FEMA Maps or other indicia adopted by SBC show that the proposed sound walls or any part of them, are not located in the Flood Hazard Overlay, then Caltrans has an OBLIGATION to design and construct sound walls in such areas.

2. COMPLIANCE AND ENFORCEMENT. Under Condition 27, Caltrans shall not design and construct the project so as to preclude future sound walls as originally proposed. Condition 27 needs revision to clearly require monitoring, compliance and enforcement by SBC — including ONSITE REVIEW OF SOUND WALL INFRASTRUCTURE for future sound walls.

WE NEED YOUR HELP to conform these "Conditions" to be effective and enforceable.


[Kia McInerney, Montecito Resident]

- c. Timing and party responsible for monitoring each mitigation measures and a list of monitors to be retained.
- d. Procedures, timing, and responsible party for reporting to P&D Permit Compliance staff on project mitigation compliance and monitoring.
- e. Specification of a qualified representative for the applicant to be designated as the coordinator responsible for ensuring full compliance with the provisions of the Plan. The designated coordinator shall have authority over all other monitors.

TIMING: The Plan shall be submitted to P&D staff for review and approval prior to Zoning Clearance issuance for the first phase of construction.

MONITORING: P&D staff will review the Mitigation Compliance, Monitoring, and Reporting Plan prior to issuance of the Zoning Clearance. P&D Permit Compliance staff will conduct intermittent field inspections and response to complaints.

- 24. Fire District Notification:** The Traffic Management Plan required by the 2014 Caltrans EIR (as modified by subsequent revisions and addendums) shall include notification of closures of off-ramps and/or roads by phone and email to the Montecito Fire District. Notification to Montecito Fire Protection District shall be provided to: Montecito Fire District (805-969-7762); Aaron Briner abriner@montecitofire.com.

TIMING: The Traffic Management Plan shall be submitted to P&D staff prior to Zoning Clearance issuance for the first phase of construction. Notification closure shall be made to the fire districts a minimum of 72 hours in advance of closures and a log of notifications shall be maintained by Caltrans staff.

MONITORING: Caltrans staff shall copy P&D Permit Compliance staff on emails to the fire districts and shall provide a log of calls upon Permit Compliance staff request.

- 25. Road Encroachment Permit:** The Owner/Applicant shall obtain a road encroachment permit from the Roads Division (Public Works) for any project elements that extend into the County right-of-way prior to issuance of Zoning Clearance for each phase.

- 26. Reanalyze Sound Walls:** FEMA is conducting an ongoing effort to update the current FEMA effective maps used to govern development in the HWY 101 Segment 4D area. If the FEMA effective maps are updated and Santa Barbara County adopts the new maps prior to, or during, Segment 4D construction, and the results of the revised FEMA effective maps are that sound walls identified in the initial Coastal Development Permit application for Segment 4D are no longer located in the Flood Hazard Overlay, Caltrans shall re-analyze the feasibility of implementing each soundwall not located in the Flood Hazard Overlay for this project. The analysis shall determine whether the soundwalls are reasonable and feasible to implement, which may result in a change to the Coastal Development Permit via the appropriate application (SCD, AMD, or RVP as determined by P&D) to allow construction of soundwalls.

PLAN REQUIREMENT AND TIMING: Within six months of HWY 101 Segment 4D being fully funded for all phases of construction, Caltrans shall contact County P&D and Flood Control to determine if the triggers specified herein, which will allow the construction of the soundwalls, have been met. In the event that the triggers have been met, and it is reasonable and feasible to add the soundwalls, Caltrans shall submit the appropriate application (SCD, AMD, or RVP, as determined by P&D) and plans to modify the Development Plan to include soundwalls, for review and processing by P&D. In the event the triggers have not been met, the project would be constructed with the design proposed at the time of project approval.

MONITORING: P&D compliance monitoring staff shall confirm construction in the field in compliance with this condition requirement.

- 27. Future Soundwalls Not Precluded:** The project shall be designed and constructed so as not to preclude future construction of soundwalls in the areas where soundwalls were originally proposed.
PLAN REQUIREMENTS: Caltrans shall design the final project plans so as not to preclude the future construction of soundwalls in the areas where soundwalls were originally proposed as part of this permit process.
TIMING: Project plans shall be submitted prior to final Montecito Board of Architectural Review approval.
MONITORING: P&D staff shall review project plans for conformance with this requirement.
- 28. Reclaimed Water for Dust Suppression:** To the maximum extent feasible, reclaimed water shall be used for dust mitigation for highway construction and irrigation for landscaping.
PLAN REQUIREMENTS: Caltrans shall submit a Reclaimed Water Plan that identifies how reclaimed water for dust mitigation and irrigation will be used in the project or why it is not feasible.
TIMING: The Reclaimed Water Plan shall be reviewed and approved by P&D prior to Zoning Clearance Issuance.
MONITORING: The Caltrans Resident Engineer and Permit Compliance staff shall spot-check to ensure that the Reclaimed Water Plan is implemented throughout construction.
- 29. Construction Support Site Noise Complaint Process:** Cell phone and text messaging numbers, as well as an e-mail address, for the on-site construction monitor responsible for the operation of the Construction Support Site (CSS) for noise complaints will be maintained and made available to P&D Permit Compliance staff prior to Coastal Development Permit issuance, and updated throughout the life of the project. The Caltrans project team will initiate a verification process and compile monitoring data to determine if noise levels from the Construction Support Site exceed 65 dBA CNEL (Community Noise Equivalent Level, which is an average over a 24 hour period) at the property lines of sensitive receptors, and will share this information with P&D Permit Compliance staff. If noise levels exceed 65 dBA CNEL at the property line, the Caltrans construction manager will address the specific noise-producing activity by changing, altering, or temporarily suspending that activity. Caltrans staff and the Caltrans Resident Engineer will be consulted if specific noise-producing activity cannot be addressed in the field and will propose additional measures to ensure that the project is compliant with all conditions and mitigation measures. The complainant and P&D Permit Compliance staff will be advised by Caltrans staff within 3 days of the receipt of a complaint concerning the source of the noise-producing activity and any actions to taken to address the complaint, and a record of all contacts will be provided to P&D Permit Compliance staff.
TIMING: Contact information shall be provided to P&D staff prior to Coastal Development Permit issuance.
MONITORING: Caltrans shall maintain a record of complaints and corrective actions and shall provide the records to P&D permit compliance staff upon request.
- 30. Construction Support Site Noise Shielding:** If stationary equipment generates noise which exceeds 65 dBA CNEL at the property lines of sensitive receptors, the Construction Support Site (CSS) shall be shielded with appropriate acoustic shielding to ensure shielding of noise experienced by sensitive receptors to the south of the CSS.
PLAN REQUIREMENTS AND TIMING: Prior to installation of any acoustic shielding, Caltrans shall provide plans of the acoustic shielding design and materials for P&D review prior to installation and shall make the plans available for public review. Caltrans

Clerk, Board of Supervisors
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101
cc: Das Williams

RECEIVED

Re: [SOUND WALLS] Appeals to Santa Barbara Board of Supervisors; Highway
101 Widening Project, Segment 4D; approved December 14, 2022

2023 MAR 29 P 12: 38
COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

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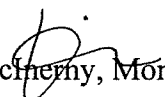
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[Kia McInerney, Montecito Resident]

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- 24. Fire District Notification:** The Traffic Management Plan required by the 2014 Caltrans EIR (as modified by subsequent revisions and addendums) shall include notification of closures of off-ramps and/or roads by phone and email to the Montecito Fire District. Notification to Montecito Fire Protection District shall be provided to: Montecito Fire District (805-969-7762); Aaron Briner abriner@montecitofire.com.

TIMING: The Traffic Management Plan shall be submitted to P&D staff prior to Zoning Clearance issuance for the first phase of construction. Notification closure shall be made to the fire districts a minimum of 72 hours in advance of closures and a log of notifications shall be maintained by Caltrans staff.

MONITORING: Caltrans staff shall copy P&D Permit Compliance staff on emails to the fire districts and shall provide a log of calls upon Permit Compliance staff request.

- 25. Road Encroachment Permit:** The Owner/Applicant shall obtain a road encroachment permit from the Roads Division (Public Works) for any project elements that extend into the County right-of-way prior to issuance of Zoning Clearance for each phase.

- 26. Reanalyze Sound Walls:** FEMA is conducting an ongoing effort to update the current FEMA effective maps used to govern development in the HWY 101 Segment 4D area. If the FEMA effective maps are updated and Santa Barbara County adopts the new maps prior to, or during, Segment 4D construction, and the results of the revised FEMA effective maps are that sound walls identified in the initial Coastal Development Permit application for Segment 4D are no longer located in the Flood Hazard Overlay, Caltrans shall re-analyze the feasibility of implementing each soundwall not located in the Flood Hazard Overlay for this project. The analysis shall determine whether the soundwalls are reasonable and feasible to implement, which may result in a change to the Coastal Development Permit via the appropriate application (SCD, AMD, or RVP as determined by P&D) to allow construction of soundwalls.

PLAN REQUIREMENT AND TIMING: Within six months of HWY 101 Segment 4D being fully funded for all phases of construction, Caltrans shall contact County P&D and Flood Control to determine if the triggers specified herein, which will allow the construction of the soundwalls, have been met. In the event that the triggers have been met, and it is reasonable and feasible to add the soundwalls, Caltrans shall submit the appropriate application (SCD, AMD, or RVP, as determined by P&D) and plans to modify the Development Plan to include soundwalls, for review and processing by P&D. In the event the triggers have not been met, the project would be constructed with the design proposed at the time of project approval.

MONITORING: P&D compliance monitoring staff shall confirm construction in the field in compliance with this condition requirement.

- 27. Future Soundwalls Not Precluded:** The project shall be designed and constructed so as not to preclude future construction of soundwalls in the areas where soundwalls were originally proposed.
PLAN REQUIREMENTS: Caltrans shall design the final project plans so as not to preclude the future construction of soundwalls in the areas where soundwalls were originally proposed as part of this permit process.
TIMING: Project plans shall be submitted prior to final Montecito Board of Architectural Review approval.
MONITORING: P&D staff shall review project plans for conformance with this requirement.
- 28. Reclaimed Water for Dust Suppression:** To the maximum extent feasible, reclaimed water shall be used for dust mitigation for highway construction and irrigation for landscaping.
PLAN REQUIREMENTS: Caltrans shall submit a Reclaimed Water Plan that identifies how reclaimed water for dust mitigation and irrigation will be used in the project or why it is not feasible.
TIMING: The Reclaimed Water Plan shall be reviewed and approved by P&D prior to Zoning Clearance Issuance.
MONITORING: The Caltrans Resident Engineer and Permit Compliance staff shall spot-check to ensure that the Reclaimed Water Plan is implemented throughout construction.
- 29. Construction Support Site Noise Complaint Process:** Cell phone and text messaging numbers, as well as an e-mail address, for the on-site construction monitor responsible for the operation of the Construction Support Site (CSS) for noise complaints will be maintained and made available to P&D Permit Compliance staff prior to Coastal Development Permit issuance, and updated throughout the life of the project. The Caltrans project team will initiate a verification process and compile monitoring data to determine if noise levels from the Construction Support Site exceed 65 dBA CNEL (Community Noise Equivalent Level, which is an average over a 24 hour period) at the property lines of sensitive receptors, and will share this information with P&D Permit Compliance staff. If noise levels exceed 65 dBA CNEL at the property line, the Caltrans construction manager will address the specific noise-producing activity by changing, altering, or temporarily suspending that activity. Caltrans staff and the Caltrans Resident Engineer will be consulted if specific noise-producing activity cannot be addressed in the field and will propose additional measures to ensure that the project is compliant with all conditions and mitigation measures. The complainant and P&D Permit Compliance staff will be advised by Caltrans staff within 3 days of the receipt of a complaint concerning the source of the noise-producing activity and any actions to taken to address the complaint, and a record of all contacts will be provided to P&D Permit Compliance staff.
TIMING: Contact information shall be provided to P&D staff prior to Coastal Development Permit issuance.
MONITORING: Caltrans shall maintain a record of complaints and corrective actions and shall provide the records to P&D permit compliance staff upon request.
- 30. Construction Support Site Noise Shielding:** If stationary equipment generates noise which exceeds 65 dBA CNEL at the property lines of sensitive receptors, the Construction Support Site (CSS) shall be shielded with appropriate acoustic shielding to ensure shielding of noise experienced by sensitive receptors to the south of the CSS.
PLAN REQUIREMENTS AND TIMING: Prior to installation of any acoustic shielding, Caltrans shall provide plans of the acoustic shielding design and materials for P&D review prior to installation and shall make the plans available for public review. Caltrans

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2023 MAR 29 P 1:46

COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

Clerk, Board of Supervisors
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101

K. McInerney
137 La Vereda Road
Santa Barbara, CA 93108

Charles Egan
1312 Danielson Road
Santa Barbara, CA 93108
(818) 288 4743
charley@charleyegan.com

Feb. 28, 2023

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2023 MAR 10 P 1:55

COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

Clerk, Board of Supervisors
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101

Re: Appeal to Santa Barbara Board of Supervisors
Highway 101 Widening Project, Segment 4D
(Case No. 21DVP-000000022), approved December 14, 2022, by the Santa Barbara County
Planning Commission

Members of the Board of Supervisors:

I am writing to appeal a decision by the Santa Barbara County Planning Commission in the above-referenced case dealing with the Highway 101 Widening Project, Segment 4D, which decision was made on December 14, 2022. Specifically, Caltrans/SBCAG eliminated sound walls from Segment 4D, which is the Montecito corridor of the freeway expansion project, and the Planning Commission members stated that they lacked the authority to order that Caltrans/SBCAG reinstate the sound walls in the plans for the project, because only the Board of Supervisors has such power, having been the body which adopted the Recovery Map following the 2018 Debris Flow.

I live at 1312 Danielson Road, roughly 50 yards from Highway 101, and it is important to me that we have a sound wall like all the other areas of Santa Barbara and Carpinteria.

FEMA Interim Recovery Map used to Eliminate Sound Walls

Caltrans/SBCAG informed the public early this year that Santa Barbara County Flood Control had set standards which make it impossible to build sound walls in the Montecito corridor. Flood Control dictated that the interim FEMA Recovery Map must be used in the determination of whether sound walls could be built in the Montecito corridor. Caltrans/SBCAG determined that they could not meet the standards required by Flood Control.

The Recovery Map was only interim and advisory in nature, designed to help private sector homeowners decide whether, where and how to rebuild to withstand or avoid future flooding from a 100-year storm -- which is an extreme weather event. (See attached FEMA publication entitled "Regulating Within a Floodway" for longer discussion.). It should not have been used to frustrate the building of a public works project such as the sound walls, for the benefit of all of us in the public sector.

Flood Control prescribed the following two conditions for the design of the sound walls for Montecito:

1. Caltrans/SBCAG were required to assume all the culverts and bridge drainage channels in Montecito were blocked; and
2. Caltrans/SBCAB were required to meet a "zero rise" standard for accumulated rainwater behind the sound walls.

Flood Control contends that these preconditions are dictated by the 2018 Recovery Mapping Project, which dealt with that year's debris flow, triggered by a 200-year storm on the heels of a massive wildfire. That map provided Flood Control with the extremely conservative assumptions, set forth above. However, Flood Control failed to consider its own work in expanding the debris basins which will mitigate downhill debris flow. Moreover, as the "zero rise" standard indicates, their concern with sound walls dealt with flooding, not debris flow. It is also likely impossible to meet this standard.

The Recovery Map was based on a debris flow rather than rain causing a flooding situation. But FEMA's map assumed a 100-year flood. A Flood Control representative was quoted as saying: it was: "a worst-case scenario -- even the powerful floods of January and March 1995 were not 100-year events." (See news article at <https://www.edhat.com/news/fema-recovery-map-enlarges-flood-plain-in-montecito-and-carpinteria>. Copy attached.).

There should be a balance struck between the daily public health and safety benefits of the sound walls against the more remote problems of clean up in the event of possible flooding. This is only an interim map, after all, and Flood Control made assumptions based on the map that are unreasonable in terms of what will be lost to the community in health and safety benefits by not having the sound walls. Only the elected members of the Board of Supervisors possess the power to balance these factors and reinstate the sound walls to the plans which will be approved for Segment 4D of the public works project.

FEMA itself recognizes that it is impossible to correctly determine areas of concern for flooding. From an article in the Washington Post, December 6, 2022: FEMA stresses the maps are not meant to be predictive and that residents considering buying flood insurance should take into account other aspects of the overall risk to the property. "Maps do not forecast flooding. Maps only reflect past flooding conditions and are a snapshot in time. They do not represent all hazards and do not predict future conditions," Michael Grimm, acting deputy associate administrator of FEMA's Federal Insurance and Mitigation Administration, told The Washington Post. (<https://www.washingtonpost.com/climate-environment/interactive/2022/fema-flood-risk-maps-failures/>)

Noise and Air Pollution

We moved to our home in 1962. Freeway noise has always been constant. I have considered replacing our windows with double-paned glass, but it would be \$25k to \$50k and that's prohibitive. Being protected from the increased noise of what will be six lanes of traffic is extremely important to me. I have never wanted freeway expansion but rationalized that at least we would have sound walls. What's upsetting to me is that the sound walls have always been part of the freeway expansion plans -- until now.

In 2016, the L.A. Times ran a story entitled "You can't ignore all that road noise: It could shorten your life" which, as do many other sources, documents the harm to health road noise can cause.

(See <https://www.latimes.com/health/la-he-road-noise-20160109-story.html>.)

Another example from 2018 ran in the The Guardian entitled "Sonic doom: how noise pollution kills thousands each year."

(See <https://www.theguardian.com/lifeandstyle/2018/jul/03/sonic-doom-noise-pollution-kills-heart-disease-diabetes>.)

In addition to noise mitigation, research has shown that sound walls also mitigate "near road air pollution." Caltrans itself has been exploring this concern itself with a study conducted by experts at U.C. Riverside. (See Air Quality, Atmosphere & Health (2022) 15:363-372; link <https://link.springer.com/article/10.1007/s11869-021-01104-9>) Copy attached.

Here is an excerpt: "Air pollution associated with vehicle emissions from roadways has been linked to a variety of health effects. Wind tunnel and tracer studies show that noise barriers mitigate the impact of this pollution up to distances 30 times the barrier height." Also so attached is an email exchange I had last August with one of the U.C. Riverside professors who wrote the article. He confirmed the study's findings.

The sound walls allow the pollution to be dissipated by the wind above the roadway. Without the sound walls, the air and particulate pollution spreads out at ground level to surround and contaminate nearby properties, such as my family's home. The fact is that many homes like ours are situated only a few yards from the edge of the freeway along N. Jameson. These properties' close proximity was the result of losing significant frontage to Caltrans at the time of partial condemnation in the 1960s for the building of the freeway.

Why have Caltrans/SBCAG not bothered to concern themselves with the issue of near road air pollution in making decisions about sound walls along the Montecito corridor, when it is a serious health and safety matter?

The State and County agencies recognize that it necessary to seek approval to eliminate our sound walls, which is why they went to the Planning Commission for approval. There should be a balance struck between the sound walls which day in and day out provide citizens with significant public health and safety benefits of reducing noise and air pollution against the

more remote problems of clean up in the event of possible 100-year flood – an event with a one-percent chance of occurring in any given year. As the Planning Commission recognized, only our elected representatives on the Board of Supervisors have the power and discretion to properly weigh those factors and give us back our sound walls, perhaps with flood gates as was done in Carpinteria.

Carpinteria Got Sound Walls, Even Though Also in Recovery Map

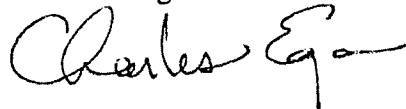
Carpinteria is also located within the 2018 Recovery Map area. This gives rise to the question: Why did Flood Control not also eliminate the sound walls from Carpinteria?

The Recovery Map includes most of Carpinteria, which also runs the risk of a 100-year storm and, according to Flood Control, should adhere to its rigid standard. To balance matters in favor of the obvious daily health and safety benefits of mitigation of noise and air pollution, someone in a decision-making position for this similarly situated neighboring community must have balanced matters and allowed the sound walls to be built, with floodgates.

Conclusion

We ask you to recognize our identical need and do the same for Montecito as was done for Carpinteria. A different standard was used for Carpinteria, allowing Caltrans to build sound walls with flood gates as part of the widening project on the 101-freeway, even with two-thirds of its area within the Recovery Map. We request that you deny the application by Caltrans/ SBCAG to eliminate already sound walls along the Montecito corridor, so that the original plans including sound walls will be required and retained.

Cordially,
Charles Egan

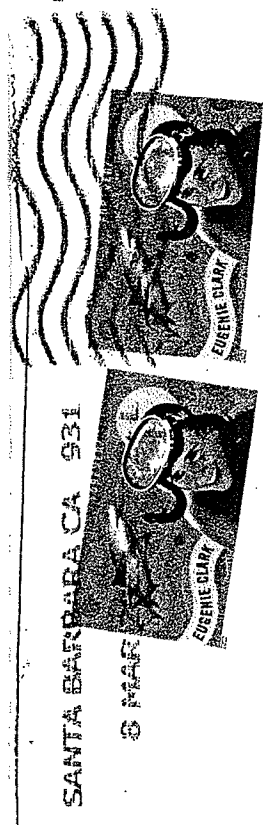


cc: Environmental Review Officer

P.S. An appeal from the Planning Commission to the Board of Supervisors involves NO appeal fee. This matter is in the Coastal Commission's Appeals Jurisdiction so there is no fee for appealing. However, I am tendering a check for a fee to protect my right to appeal, because I do not know how to obtain an exemption determination -- with the hope that the check will be returned, or my money refunded upon examination of the situation.

Charles E. ...
1312 Davidson Rd
SB CA 93108

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2002 MAR 10 P 1:53
COUNTY OF THE
SANTA BARBARA
BOARD OF SUPERVISORS



Clerk, Board of Super visors
105 E. Anapamu St., Room 407
Santa Barbara CA 93101

93101-2066SS

Susan and Brett Caine
150 La Vereda Road
Santa Barbara, CA 93108

March 17, 2023

Clerk, Board of Supervisors
105 E. Anapamu Street, Room 407 Santa Barbara, CA 93101
Re: Appeal to Santa Barbara Board of Supervisors
Highway 101 Widening Project, Segment 4D
(Case No. 21DVP-000000022), approved December 14, 2022 by the Santa Barbara County
Planning Commission

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2023 MAR 22 P 4: 08

COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

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Letter of Appeal
to Board of Supervisors
March 17, 2023
Page 2

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Grimm, acting deputy associate administrator of FEMA's Federal Insurance and Mitigation Administration, told The Washington Post.

<https://www.washingtonpost.com/climate-environment/interactive/2022/fema-flood-risk-maps-fail-ures/>

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to Board of Supervisors
March 17, 2023
Page 3

Noise and Air Pollution

We moved to our home in 2019. It is situated between La Vereda Road and San Leandro Lane. North Jameson and the adjacent 101 freeway are less than a 2 minute walk away. Over the past few years, we have added a number of water features to reduce the effects of increasingly loud freeway noise. We can hear freeway noise on both the south and north sides of our property as well as in our 2nd floor bedroom facing south and east. With the most recent tree removal along North Jameson and the trees at the intersection at San Ysidro Road we are losing additional sound blocking foliage that helped mitigate sound from the roadway as well as the freeway. The noise definitely increased in the past few weeks with the removal of the trees in preparation for the San Ysidro roundabout. Being protected from the increased noise of what will be six lanes of traffic is extremely important to the quiet enjoyment of our home. The noise from trucks and motorcycles is much more noticeable in the evening and throughout the night and at times, disturbing our sleep. The noise pollution has been adequately addressed by the simple fact that the sound walls have always been part of the freeway expansion plans -- until now.

In 2016, the L.A. Times ran a story entitled "You can't ignore all that road noise: It could shorten your life" which, as do many other sources, documents the harm to health road noise can cause.

(See <https://www.latimes.com/health/la-he-road-noise-20160109-story.html>.)

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In addition to noise mitigation, research has shown that sound walls also mitigate "near road air pollution." CalTrans itself has been exploring this concern itself with a study conducted by experts at U.C. Riverside. (See Air Quality, Atmosphere & Health (2022) 15:363-372; link <https://link.springer.com/article/10.1007/s11869-021-01104-9>)

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Letter of Appeal
to Board of Supervisors
March 17, 2023
Page 4

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Carpinteria. Why are sound walls important for virtually every community up and down the 101 to/from LA and beyond and in the Bay Area but not for Montecito?

Carpinteria Got Sound Walls, Even Though Also in Recovery Map

Carpinteria is also located within the 2018 Recovery Map area. This gives rise to the question: Why did Flood Control not also eliminate the sound walls from Carpinteria?

The Recovery Map includes most of Carpinteria, which also runs the risk of a 100-year storm and, according to Flood Control, should adhere to its rigid standard. To balance matters in favor of the obvious daily health and safety benefits of mitigation of noise and air pollution, someone in a decision-making position for this similarly situated neighboring community must have balanced matters and allowed the sound walls to be built, with floodgates.

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Thank you,
Regards,


Brett Caine

CAINE
156 LA VERGON RD.
58, CA 93108

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2023 MAR 22 P 1:46
COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

CLERK, BOARD OF SUPERVISORS
105 E. ANAPIMU STREET
ROOM 407
SANTA BARBARA, CA 93101

SANTA BARBARA CA 931
20 MAR 2023 PM 2 L



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