

Comment Letter I44

From: Laura Dolloff <ldolloff622@gmail.com>
Sent: Wednesday, February 14, 2018 5:06 PM
To: LUEG, PalomarMP
Cc: Joelle
Subject: Airport Expansion

My partner and I attended last night's meeting at the Holiday Inn regarding the airport update plan. It was informative and most appreciated. Now that we have had time to digest the information, we have questions/comments regarding the presentation and planned upgrade/expansion.

I44-1

1. With the increased number of operations expected, no mention was made of pollutants. What is the forecast regarding air quality in the surrounding area?

I44-2

2. Forecasts regarding operations and passengers were provided (TAF, scenarios 1&2). These numbers were compared with the "peak years" of 1997-2000. We feel this was somewhat misleading as many of the residential neighborhoods had not even been built then. It would have been more relevant to compare these numbers to CURRENT operations/passengers. Can you provide that information? It was also confusing to have FAA forecasts and SANDAG forecasts. It was neither explained why two forecasts or which is considered to be the most accurate. (There was a significant difference between the two figures.) 3. It was explained to us that the FAA, not the county or city, determines which planes use the runways/taxiways and the hours of operation. No information was provided for appeal to the FAA regarding "quiet times" or the types of aircraft that frequent MP. Currently, 73 operations occurred outside of VNAP during the month of January 2018. This certainly demonstrates the "voluntary" restrictions are not effective. Assuming even the lower operational forecast for 2036, were these numbers to increase proportionally, there would be significant take offs/landings during this "voluntary" quiet time. Surely, with so many residences in close proximity to the landing strip, this is a significant concern.

I44-3

4. There has been much talk among the citizens of Carlsbad what role the city plays in the decision making process regarding changes made to the airfield and the manner and time frame in which development occurs. Can you shed some light on that process?

I44-4

5. Figures were provided from one attendee relative to the wing span and take off/landing speed of a Boeing 737. These numbers would have placed this type of aircraft in the DIII category. What guarantees are provided that these larger planes will not be utilizing Palomar Airport? Is this strictly an FAA decision?

I44-5

6. Token information was provided regarding the economic impact that the airport expansion would have on the immediate area. Can you provide a more detailed analysis?

I44-6

7. Finally, many attendees expressed concern about the impact a larger facility would have on traffic. When a developer builds a new housing subdivision or shopping center, they are often held responsible for infrastructure upgrades to mitigate the impact. Why wouldn't the county be responsible for these upgrades concurrently with the airport revision? It does not sound like this would be the case here. Why the double standard?

I44-7

In summary, our primary concerns regarding airport upgrade include, increased air and noise pollution, times of operation, impact on traffic and the potential to permit larger aircraft (i.e. Boeing 737 size) to utilize the airfield.

I44-8

Thank you for taking our questions and concerns into consideration, We would most appreciate a response.

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Response to Letter I44**Laura Dolloff**

- I44-1** The County acknowledges the introductory comments. The County will include the comment as part of the Final PEIR for review and consideration by the decision makers prior to a final decision on the Proposed Project.
- I44-2** The comment asserts the PEIR did not analyze air quality emissions associated with the Master Plan Update or aircraft operations. The PEIR Chapter 3.1.2 does include an analysis of potential air quality emissions, including levels of fuel exhaust constituents, resulting from the Master Plan Update. The PEIR concludes that the Master Plan Update would not result in a significant air quality impact. As this comment does not specifically identify an environmental issue with the PEIR analysis or proposed mitigation, no changes to the PEIR have been made in response to this comment.
- I44-3** Please refer to **Master Response 3 (Voluntary Noise Abatement Procedures)**.
- I44-4** The County is the Lead Agency with discretion over Master Plan Update and Proposed Project. Please refer to **Master Response 5 (Airport Expansion / Public Vote)**. Also see Master Plan Update Section 2.10 (Land Use & Zoning Policies), and PEIR Section 3.1.7 (Land Use and Planning) for a discussion of regulatory jurisdiction for the Airport and the Proposed Project.
- I44-5** Please refer to **Master Response 7 (FAA Involvement and Oversight)**.
- I44-6** The Master Plan Update provides various economic data as applicable; however, economic information was not required for the purposes of analyzing potential environmental impacts in the PEIR. No further response is required.
- I44-7** A comprehensive Traffic Impact Analysis was completed and published as part of the Draft PEIR. Specifically, PEIR Section 2.5.3 disclosed that no direct impacts would occur under the near-term conditions. However, Section 2.5.4 does identify the project would result in a cumulative impact under long-term conditions. As a result, Mitigation Measures M-TR-1 and M-TR-2 were identified to mitigate the long-term impacts. As noted in the PEIR, this mitigation would be implemented in consultation with the City of Carlsbad since it is the local jurisdiction with ownership of the roadway network surrounding the Airport.
- I44-8** These are conclusion comments. They reiterate the specific issues regarding the content of the PEIR mentioned in the comments above. The comment will be included as part of the administrative record and made available to the decision makers prior to a final decision on the Proposed Project.