

Comment Letter I70

From: Stacy King <stacy.king.us@gmail.com>
Sent: Sunday, March 18, 2018 8:15 PM
To: LUEG, PalomarMP
Cc: Celia Brewer; Manager; clerk@carlsbadca.gov; council@carlsbadca.gov
Subject: McClellan-Palomar Airport PEIR & Master Plan Feedback

Dear Cynthia Curtis et al.,

I wish to express my disappointment in the process that has led to such an incomprehensible and incomplete Master Plan. My background is in Finance and I've never seen nor written anything that has so little backup and support for such an enormous potential change to a community. The money we spent as taxpayers to get such misleading documents from Kimley-Horn & Associates should be audited. I would like to know the due diligence and time that was put into both reports. What are the due diligence numbers and the audited time for the report's completion? How much did we, as tax payers, pay for both reports?

In both reports, the figures from one page differ to the next. Was there a final review to reconcile the financial and passenger numbers, the total flights and commercial vs private flights? How were vehicle miles calculated? Did the numbers include changes to the city since 2009? The responses and conclusions in the preliminary EIR do not take into account so many of the obvious impacts to the site during and after construction. How was it decided that there was little impact to flight paths during and after construction?

How did the writers of the Environmental Impact Report determine there would be so many "less than significant" findings following mitigation in the biology portion? Noise is responsible for so many negative effects on all life forms, be it plants, animals and humans. Were any of those effects during construction taken into consideration when putting together the report? I would like to request a bioacoustics test be done as it relates to both humans, plants and animals and to know the results. How will the construction affect our ecosystems in such a sensitive area of Carlsbad?

I70-1

Losing the capacity for humans and animals to hear because of the construction and eventual larger aircraft due to the runway length may be an important issue. How will this be addressed? How will the construction and larger aircraft help residents in the city and nearby cities ensure that we will maintain a high quality of life given the fact that quiet and natural sound environments have restorative effects on people and animals? There is so much documentation that identifies quiet helps relieve stress and improve memory. Where is the study that addresses the stress impact that the construction and size of the airport will have on residents? "When the Denver International Airport was redesigning its approach and departure plans-the routes by which aircraft come in and out of an airport-it reached out to Rocky Mountain National Park and asked if there were things it could do that would reduce noise impacts to the park." (Kurt Fristrup, Landscape Architecture Magazine, Fall 2017). Will a similar outreach effort be completed with the Batiquitos, Agua Hedionda and Burna Vista Lagoon Foundations? Can I see the results?

Thank you for your time and I look forward to the Final Environmental Impact Report that will address all of my vital questions about the environment in and around the airport.

Sincerely,

Stacy King
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Response to Letter I70**Stacy King**

- I70-1** The County acknowledges the comments; however, they do not provide evidence of an error in the CEQA analysis nor evidence of a new significant effect concerning the adequacy of the PEIR pursuant to CEQA Guidelines Section 15088.

The noise and biological analyses prepared for the PEIR were conducted using established methodologies, metrics, and impact significance thresholds. As discussed in PEIR Section 2.4.2, noise impacts associated with future aircraft operations and operation of the Airport would be less than significant. While construction activities could potentially result in temporary noise impacts, implementation of mitigation measures would reduce any construction-related noise impacts to a less than significant level.

As stated in PEIR Section 2.4.1, existing noise contours surrounding the Airport were derived from detailed flight information gathered in 2016 (January 1–December 31, 2016), and existing noise levels were measured at the Proposed Project site with a sound level meter. Indirect effects, including noise, are included in the evaluation of potential impacts to sensitive wildlife species, as discussed in Section 2.2.1.7 of the PEIR and in the Biological Resources Technical Report (PEIR Appendix B). Potentially significant noise impacts to coastal California gnatcatcher would be mitigated to a level of less than significant with implementation of Mitigation Measure M-BI-1b.