

Comment Letter I87

From: Kris Wright <kriswrt222@gmail.com>
Sent: Monday, March 19, 2018 5:01 PM
To: Kris Wright
Cc: LUEG, PalomarMP; council@carlsbadca.gov
Subject: Re: McClellan-Palomar Airport PEIR & Master Plan Feedback

I am writing to inform the Carlsbad City Council and the members of the County that there have been excessive concentrations of lead that, according to the EPA are "excessive" and requires continual monitoring at Palomar Airport Rd. I am very concerned that the expansion will increase the number of operations and that lead currently at the airport is not being mitigated. Public exposure has been shown to be ongoing in this report.

Please include this concern in the update to the Master Plan EIR.

https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Misc/APCD_McClellan_Palomar_Airport_Lead_Gradient.pdf

Kris Wright
 4902 Via Arequipa'
 Carlsbad, CA 92008

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On Sun, Mar 18, 2018 at 8:14 PM, Stacy King <stacy.king.us@gmail.com> wrote:
 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?

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

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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 it’s 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
[7043 Heron Cir](#)
[Carlsbad, CA 92011](#)

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cont.

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Kris Wright
kriswrt222@gmail.com

Response to Letter I87**Kris Wright**

- I87-1** This comment asserts that the PEIR did not discuss the lead monitoring study that was conducted at the Airport in 2012 and 2013. A discussion of this study was included in the PEIR Chapter 3.1.2.1 in which it states the San Diego Air Pollution Control District conducted an independent study concluding lead concentrations do not exceed Federal standards. Please also refer to **Response to Comment I48-3(a)**.
- I87-2** This comment includes a forwarded copy of another commenter's email. Please refer to **Response to Comment I70-3**.