

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Project: Ocean Bluff Way Residential Project; **Location:** 501 Ocean Bluff Way, Encinitas, California; (APNs) 258-141-23, 258-141-24, 258-141-25, and 258-141-26 (refer to Figure 1); **Project Applicant:** Rincon Homes; **Project Case Number:** Case Nos. MUTLI-006443-2023, SUB-006459-2023, CDP-006445-2023, DR-006444-2023, CPP-006447-2023

Acting as the Lead Agency in accordance with the California Environmental Quality Act (CEQA) the Development Services Department of the City of Encinitas is issuing this Notice of Preparation for the proposed Ocean Bluff Residential project located at 501 Ocean Bluff Way, in the Old Encinitas community of Encinitas.

A Draft Environmental Impact Report (EIR) will be prepared to evaluate the potential environmental effects of the proposed project. The EIR will identify any potentially significant impacts, propose feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss feasible alternatives to the project that may accomplish basic project objectives while lessening or eliminating any of the project's significant impacts.

It is anticipated that the EIR will focus on the following environmental issue areas: aesthetics, air quality, biological resources, cultural resources (archaeology and paleontological resources), land use and planning, noise and vibration, transportation, and tribal cultural resources. All other topics identified in Appendix G to the CEQA Guidelines would be addressed in accordance with CEQA Guidelines Section 15128. Other required sections of CEQA will be addressed including cumulative impacts and project alternatives.

For purposes of this notice, the City of Encinitas is soliciting the views of public agencies and other interested parties regarding the scope and content of the Draft EIR for the project. Please send your comments no later than **August 12, 2024, at 5:00 p.m.** to **Esteban Danna, Senior Planner, Development Services Department, 505 S. Vulcan Avenue, Encinitas, CA 92024**, or via e-mail to edanna@encinitasca.gov. Additional information about the proposed project may be obtained on the city's website at: <https://portal.encinitasca.gov/CustomerSelfService#/plan/18b85659-3af6-40ff-b267-ca143bdb5a6e?tab=attachments> under "Environmental Notices". This Notice of Preparation can also be reviewed at the Encinitas Library (540 Cornish Dr, Encinitas, CA 92024), and the Cardiff-by-the-Sea Library (2081 Newcastle Ave, Cardiff, CA 92007).

Project Description

The project includes the subdivision of four lots into 27 lots using State Density Bonus Law, the grading and construction of 27 single-family residential dwelling units (24 market-rate units and 3 affordable housing units), as well as the construction of a private road, and associated utility, drainage, and stormwater improvements. The project requests waivers as permitted under the State's Density Bonus Law. The development of the project would require the demolition of three wireless telecommunications antenna facilities that are present on the project site. The northern and eastern portions of the project site adjacent to Encinitas Boulevard are characterized by 30- to 50-foot-tall slopes and would not be developed as part of the project. Development would occur on approximately 4.5 acres of the 7.2 project site.

The project requires approval of a Tentative Map, Density Bonus, Design Review Permit, and Coastal Development Permit by the City of Encinitas Development Services Department.

Additional information regarding the project, including project plans, may be viewed on the City's website at: <https://portal.encinitasca.gov/CustomerSelfService#/plan/18b85659-3af6-40ff-b267-ca143bdb5a6e?tab=attachments>

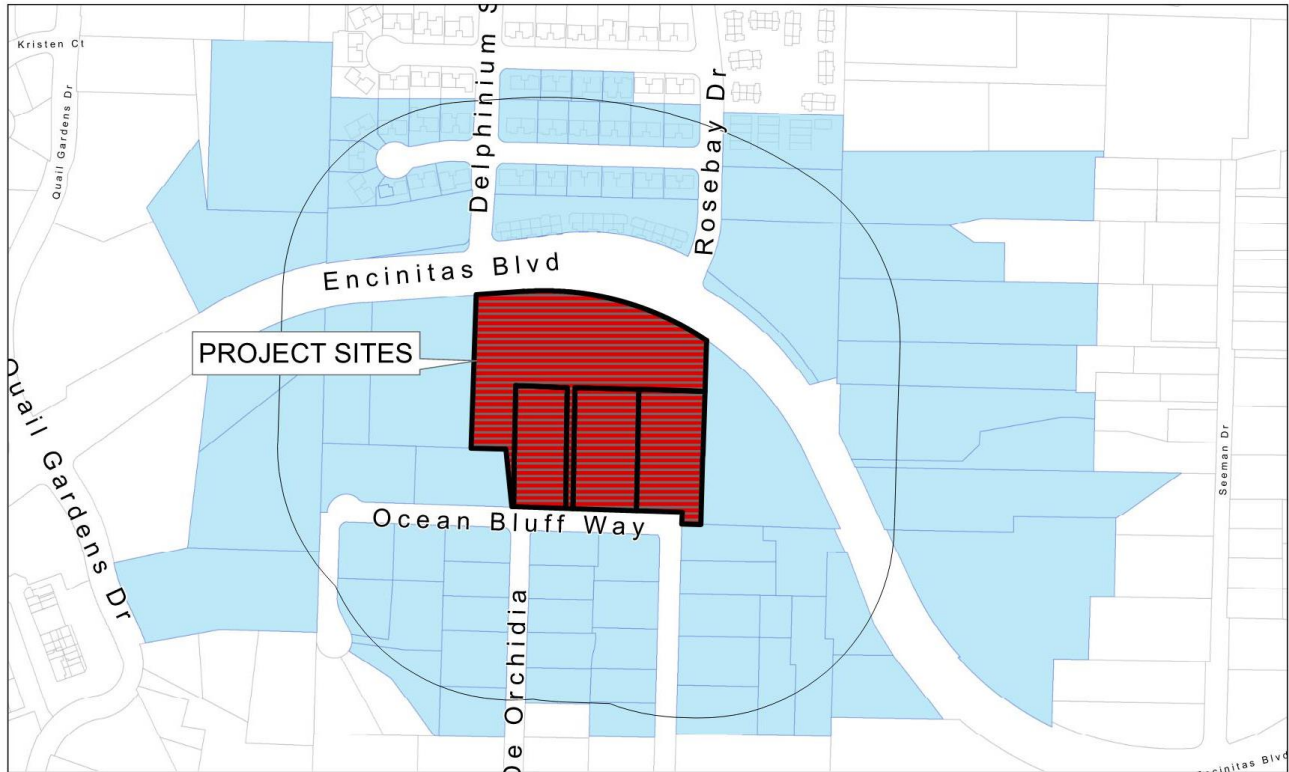
For additional information, please contact Esteban Danna, at 760-633-2692 or by email at edanna@encinitasca.gov.

Environmental Impact Report Process

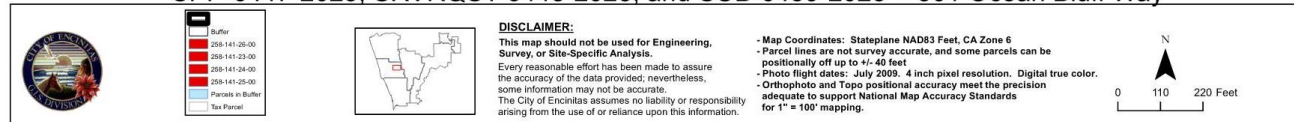
Please note that the Notice of Preparation signifies the beginning of the EIR review and public participation process with **State Agencies, Responsible Agencies, Trustee Agencies, Organizations, and Interested Persons**. The City of Encinitas contemplates further agency and public input as the project proceeds through the City's environmental review process. During this process and before public circulation of the Draft EIR, the City anticipates some changes or additions to the project, its description, and probable impacts in response to this Notice of Preparation, and ongoing City staff input as it independently reviews the project application and supporting documents. The iterative process is a necessary part of the City's EIR review process. However, the City does not anticipate circulating any new or revised Notices of Preparation for the project provided the project-related changes or additions do not trigger substantial changes in the project or its circumstances, or present new information of substantial importance as defined by CEQA. Instead, the Draft EIR that will be circulated for agency and public review will provide all interested entities and parties the opportunity to further comment on the project and its probable environmental impacts when submitting public comments on the Draft EIR. Those comments will also be the subject of written responses included in the Final EIR.

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Figure 1



Case Nos. MULTI-6443-2023; DR-6444-2023; CDP-6445-2023; USE-6446-2023;
CPP-6447-2023; SRVRQST-6448-2023; and SUB-6459-2023 - 501 Ocean Bluff Way





State of California – Natural Resources Agency
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September 12, 2024

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SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OCEAN BLUFF WAY RESIDENTIAL PROJECT, SCH NO. 2024080571, SAN DIEGO COUNTY, CA

Dear Esteban Danna:

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation of an Environmental Impact Report (NOP) from the City of Encinitas (City) for the Ocean Bluff Way Residential Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines¹.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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CDFW also oversees the Natural Community Conservation Planning (NCCP) program. The City had prepared a draft Subarea Plan under the Subregional Multiple Habitat Conservation Program (MHCP), which addressed regional conservation planning across seven incorporated jurisdictions in northern San Diego County. Unfortunately, the Encinitas Subarea Plan was not finalized, and state and federal permits have not been issued to the City. To date, only the City of Carlsbad has received state and federal permits pursuant to the MHCP; however, the conservation principals remain relevant for development projects occurring in the other jurisdictions, and the draft Encinitas Subarea Plan provides an excellent measure for assessing the significance of potential impacts under CEQA.

PROJECT DESCRIPTION SUMMARY

Proponent: Kevin L. Crook Architect Inc.

Objective: The objective of the Project is to subdivide the property into 27 lots and construct 27 single-family homes. Primary Project activities include grading; construction; and installation of amenities such as parking lots, sidewalks, landscaping, lighting, fencing, utilities, and storm drains.

Location: The Project is located in the City of Encinitas. The 7.19-acre site is bounded to the north by Encinitas Boulevard, to the east by a self-storage facility, to the south by single-family residences, and to the west by vacant land and a single-family residence.

Biological Setting: The site was previously developed with a commercial plant nursery, which was demolished in 2007. The site has been vacant since that time; however, several paved areas remain.

A general reconnaissance survey was conducted on March 23, 2023. Vegetation communities in the study area include Diegan coastal sage scrub, coastal sage-chaparral transition, and southern maritime chaparral. Non-native classifications include disturbed habitat and urban/developed land. There are no aquatic resources on the Project site. Implementation of the Project will result in direct impacts to 4.48 acres of disturbed habitat and developed land. Impacts to native vegetation communities will be avoided, and therefore no compensatory mitigation is proposed.

Focused rare plant surveys were conducted in May and July 2023. The Biological Technical Report (BTR; Dudek, 2024) indicates that three special-status plant species were observed in the study area, but outside of the Project footprint. Wart-stemmed ceanothus (*Ceanothus verrucosus*; California Rare Plant Rank (CRPR) 2B.2) and ashy spike-moss (*Selaginella cinerascens*; CRPR 4.1) were identified; however, the BTR does not identify the third rare plant species that was observed.

Special-status wildlife species determined to have a moderate potential to occur within the study area include southern California rufous-crowned sparrow (*Aimophila ruficeps*

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canescens; CDFW Watch List (WL)), Bell's sage sparrow (*Artemisiospiza belli belli*; WL), orange-throated whiptail (*Aspidoscelis hyperythra*; WL), and red diamondback rattlesnake (*Crotalus ruber*; State Species of Special Concern (SSC)). A focused coastal California gnatcatcher (*Poliophtila californica californica*; federal Endangered Species Act-threatened; SSC) was conducted between March 31-May 12, 2023. A pair of adult gnatcatchers were observed on the eastern portion of the Project site during multiple surveys. Although gnatcatcher habitat will not be directly impacted, a nest avoidance and minimization measure is proposed to ensure that impacts are avoided.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

- 1) Crotch's Bumble Bee. The BTR (Dudek, 2024) indicates that Crotch's bumble bee (*Bombus crotchii*; candidate CESA listing) has a low potential to occur on the Project site. The BTR cites that the preferred habitat for the species is open grassland and scrub communities supporting floral resources, and that the disturbed lands that characterize the Project site sometimes support floral resources between mowing. Crotch's bumble bees often nest underground, sometimes occupying abandoned rodent burrows (Hatfield et al., 2015). Although the Project impacts will be limited to previously disturbed habitat, Crotch's bumble bee may occur in the native habitat on or adjacent to the Project site. If Crotch's bumble bees are using burrows on the Project site for nesting, direct impacts could result from ground-disturbing activities, which could lead to death or injury of adults, eggs, and larva, burrow collapse, nest abandonment, and reduced nest success.
 - a. Protection Status. The California Fish and Game Commission accepted a petition to list the Crotch's bumble bee as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. Crotch's bumble bee is granted full protection under CESA. Take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). In addition, Crotch's bumble bee has a State ranking of S1/S2. This means that the Crotch's bumble bee is considered critically imperiled or imperiled and is extremely rare (often five or fewer populations). Crotch's bumble bee is also listed as an invertebrate of conservation priority under the [Terrestrial and Vernal Pool Invertebrates of Conservation Priority](#) (CDFW 2017).

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- b. Surveys and Disclosure². CDFW recommends that the City retain a qualified biologist familiar with the species to survey the Project site for Crotch's bumble bee and habitat. Surveys for Crotch's bumble bee should be conducted during flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp et al. 1983). The DEIR should provide full disclosure of the presence of Crotch's bumble bee and the Project's potential impact on Crotch's bumble bee. CDFW has published a Survey Considerations document for CESA Candidate Bumble Bees, which can be found at the following link: <https://wildlife.ca.gov/Conservation/CESA>. This document describes factors such as evaluating potential for presence, habitat assessment, and survey methods.
- c. Mitigation. The DEIR should include measures to first avoid impacts on Crotch's bumble bee. If Crotch's bumble bee is present, a qualified biologist should identify the location of all nests in or adjacent to the Project site. If nests are identified, 50-foot no-disturbance buffer zones should be established around nests to reduce the risk of disturbance or accidental take. If the Project cannot avoid impacts, the City should require the Project Applicant to consult CDFW to determine if a CESA Incidental Take Permit (ITP) is required. In addition, the City should require the Project Applicant to provide compensatory mitigation for removal or damage to any floral resource associated with Crotch's bumble bee. Floral resources should be replaced as close to their original location as is feasible.
- d. CESA ITP. Appropriate take authorization from CDFW under CESA may include an ITP or a Consistency Determination in certain circumstances, among other options (Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)). Early consultation is encouraged, as significant modification to the Project and mitigation measures may be required to obtain an ITP. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP for the Project unless the Project's CEQA document addresses all the Project's impact on CESA endangered, threatened, and/or candidate species. The Project's CEQA document should also specify a mitigation monitoring and reporting program that will meet the requirements of an ITP. It is important that the take proposed to be authorized by CDFW's ITP be described in detail in the Project's CEQA document. Also, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for an ITP. However, it is worth noting that mitigation for the Project's impact on a CESA endangered,

² Please note that lack of records in the CNDDDB for Crotch bumble bee at the Project site does not mean that Crotch's bumble bee is not present. Reporting data to the CNDDDB is voluntary and it was only recently that entry of data became strongly recommended or required for candidate species like and Crotch's bumble bee. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review.

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threatened, and/or candidate species proposed in the Project's CEQA document may not necessarily satisfy mitigation required to obtain an ITP.

- 2) Nesting Birds. The BTR (Dudek, 2024) proposes Mitigation Measure Bio 7 (MM-BIO-7) to avoid impacts to nesting birds. MM-BIO-7 indicates that, if grubbing or clearing of vegetation or construction adjacent to nesting habitat will occur within the breeding season, a nesting bird survey will be conducted within 10 calendar days prior to the start of construction. No-work buffers will be established if active nests are identified. A 10-day survey window may be insufficient to detect nest activity, as birds may locate onto the Project site and begin nesting during that large span of time. Per California Fish and Game Code Sections 3503, 3503.5, and 3513 the Proposed Project is required to avoid the incidental loss of fertile eggs or nestlings or activities that lead to nest abandonment. Nesting bird surveys should be conducted as close to the time of potential disruption as possible, no more than 3 days prior to ground disturbance, vegetation removal, or construction activities. CDFW recommends that the DEIR specify that nesting bird surveys will be conducted a maximum of 3 days prior to construction-related activities.
- 3) Editorial Comment. Section 3.2.4 of the BTR (Dudek 2024; Page 24) indicates that three special-status plant species were observed in the study area during focused rare plant surveys. Section 3.2.4.1 describes wart-stemmed ceanothus, but then indicates that a total of one Del Mar manzanita individual was observed in the study area. Section 3.2.4.2 discusses mesa spike moss. It is unclear from the document if both wart-stemmed ceanothus and Del Mar manzanita were observed in the study area, or if only two species were observed. CDFW recommends that the BTR be revised for clarity.

General Comments

- 1) Disclosure. The DEIR should provide an adequate, complete, and detailed disclosure about the effects which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, § 15151). Such disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as assess the significance of the specific impact relative to plant and wildlife species impacted (e.g., current range, distribution, population trends, and connectivity).
- 2) Project Description and Alternatives. To enable adequate review and comment on the proposed Project from the standpoint of the protection of fish, wildlife, and plants, CDFW recommends the following information be included in the DEIR.
 - a. A complete discussion of the purpose and need for, and description of the proposed Project.
 - b. A range of feasible alternatives to the Project location to avoid or otherwise minimize direct and indirect impacts on sensitive biological resources and wildlife

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movement areas. CDFW recommends the City select Project designs and alternatives that would avoid or otherwise minimize direct and indirect impacts on biological resources. CDFW also recommends the City consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes from any future Project-related construction, activities, maintenance, and development. As a general rule, CDFW recommends reducing or clustering a development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.

Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6). The City shall include sufficient information about each alternative to allow meaningful evaluation, public participation, analysis, and comparison with the proposed Project (CEQA Guidelines, § 15126.6).

- c. Where the Project may impact aquatic and riparian resources, CDFW recommends the City select Project designs and alternatives that would fully avoid impacts to such resources. CDFW also recommends an alternative that would not impede, alter, or otherwise modify existing surface flow, watercourse and meander, and water-dependent ecosystems and natural communities. Project designs should consider elevated crossings to avoid channelizing or narrowing of watercourses. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level, which may cause the watercourse to alter its course of flow.

3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site and where the Project may result in ground disturbance. The assessment and analysis should place emphasis on identifying endangered, threatened, rare, and sensitive species; regionally and locally unique species; and sensitive habitats. An impact analysis will aid in determining the Project's potential direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW also considers impacts to Species of Special Concern (SSC) a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should include the following information.

- a. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines, § 15125(c)). The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities. CDFW considers Sensitive Natural Communities as threatened habitats having

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both regional and local significance. Natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting the [Vegetation Classification and Mapping Program - Natural Communities webpage](#)³.

- b. A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's [Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities](#)⁴. Botanical field surveys should be comprehensive over the entire Project site, including areas that will be directly or indirectly impacted by the Project. Adjoining properties should also be surveyed where direct or indirect Project effects could occur, such as those from fuel modification, herbicide application, invasive species, and altered hydrology. Botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable. Usually, this is during flowering or fruiting. Botanical field survey visits should be spaced throughout the growing season to accurately determine what plants exist in the Project site. This usually involves multiple visits to the Project site (e.g., in early, mid, and late season) to capture the floristic diversity at a level necessary to determine if special status plants are present.
- c. Floristic alliance- and/or association-based mapping and vegetation impact assessments conducted in the Project site and within adjacent areas. The [Manual of California Vegetation](#)⁵, second edition, (Sawyer, Keeler-Wolf, & Evens, 2009) should also be used to inform this mapping and assessment. Adjoining habitat areas should be included in this assessment where the Project's construction and activities could lead to direct or indirect impacts offsite.
- d. A complete and recent assessment of the biological resources associated with each habitat type in the Project site and within adjacent areas. A full literature review includes but is not limited to CDFW's [California Natural Diversity Database](#)⁶ (CNDDDB). The CNDDDB should be accessed to obtain current information on any previously reported sensitive species and habitat. An assessment should include a minimum nine-quadrangle search of the CNDDDB to determine a list of species potentially present in the Project site. A nine-quadrangle search should be provided in the Project's CEQA document for adequate disclosure of the Project's potential impact on biological resources.
- e. A complete, recent, assessment of endangered, rare, or threatened species and other sensitive species within the Project site and adjacent areas, including SSC

³ <https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities>

⁴ <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline>

⁵ <http://vegetation.cnps.org/>

⁶ <https://wildlife.ca.gov/Data/CNDDDB>

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and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See [CDFW's Survey and Monitoring Protocols and Guidelines](https://wildlife.ca.gov/conservation/survey-protocols)⁷ for established survey protocol. Acceptable species-specific survey procedures may be developed in consultation with CDFW and USFWS.

- f. A recent wildlife and rare plant survey. A lack of records in the CNDDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review (CEQA Guidelines, § 15003(i)). CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if Project implementation build out could occur over a protracted time frame or in phases.

4) Direct and Indirect Impacts on Biological Resources. The DEIR should provide a thorough discussion of direct and indirect impacts expected to affect biological resources with specific measures to offset such impacts. The DEIR should address the following.

- a. A discussion of potential impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures. A discussion regarding Project-related indirect impacts on biological resources. These include resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (Fish & G. Code, § 2800 et. seq.)).
- b. A discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted (CEQA Guidelines, § 15126.2(a)).
- c. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in areas adjacent to the Project, should be fully analyzed and discussed in the DEIR.

⁷ <https://wildlife.ca.gov/conservation/survey-protocols>

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- d. A discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies. The discussion should also address the potential water extraction activities and the potential resulting impacts on habitat supported by the groundwater. Measures to mitigate such impacts should be included.
- e. An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR.

5) Cumulative Impact. Cumulative impacts on biological resources can result from collectively significant projects which are individually insignificant. The Project, when considered collectively with prior, concurrent, and probable future projects, may have a significant cumulative effect on biological resources. The Project may have the potential to substantially reduce the number or restrict the range of endangered, rare, or threatened species. Species that may be impacted by the Project include, but are not limited to, the biological resources described in this letter.

Accordingly, CDFW recommends the DEIR evaluate the Project's potential cumulative impacts on biological resources. The Project may have a "significant effect on the environment" if the possible effects of the Project are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Pub. Resources Code, § 21083(b)). The City's conclusions regarding the significance of the Project's cumulative impact should be justified and supported by evidence to make those conclusions. Specifically, if the City concludes that the Project would not result in cumulative impacts on biological resources, the City, "shall identify facts and analysis supporting the Lead Agency's conclusion that the cumulative impact is less than significant" (CEQA Guidelines section § 15130(a)(2)).

6) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in a project through the use of feasible alternatives or mitigation measures (CEQA Guidelines, §§ 15002(a)(3), 15021). Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate impacts below a significant level under CEQA. Mitigation measures must be feasible, effective, implementable, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, § 15126.4).

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- a. The DEIR should provide mitigation measures that are specific and detailed (i.e., responsible party, timing, specific actions, location) in order for a mitigation measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).
 - b. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the proposed Project, the DEIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the DEIR should provide an adequate, complete, and detailed disclosure about the Project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.
- 7) Compensatory Mitigation. The DEIR should include compensatory mitigation measures for the Project's significant impacts (direct and/or through habitat modification) to sensitive and special status plants, animals, and habitats. Mitigation measures should emphasize avoidance and minimization of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore inadequate to mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement and financial assurance and dedicated to a qualified entity for long-term management and monitoring.
- 8) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, the DEIR should include measures to protect the targeted habitat values in perpetuity. The mitigation should offset Project-induced qualitative and quantitative losses of biological resources. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate endowment should be set aside to provide for long-term management of mitigation lands.
- 9) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of removing plants and wildlife from one location and permanently moving it to a new location. CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy for unavoidable impacts to endangered, rare, or threatened plants and animals. These efforts are experimental, and the outcome is unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving plants and animals and their habitats.

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- 10) Scientific Collecting Permit. A scientific collecting permit would be necessary if there is a plan to capture and relocate wildlife. Pursuant to the California Code of Regulations, title 14, section 650, qualified biologist(s) must obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project-related activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). A Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). For more information, please see CDFW's [Scientific Collecting Permit webpage](#)⁸.
- 11) Lake and Streambed Alteration. CDFW has regulatory authority over activities in streams that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. CDFW's issuance of a LSAA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. CDFW recommends that the City assess whether notification is appropriate. A Notification package for a LSAA may be obtained by accessing CDFW's [Lake and Streambed Alteration Program website](#)⁹.
- 12) Wetland Resources. CDFW, as described in Fish and Game Code section 703(a), is guided by the [Fish and Game Commission's \(Commission\) policies](#)¹⁰. Through its Wetlands Resources policy, the Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement, and expansion of wetland habitat in California" (California Fish and Game Commission, 2005). It is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

⁸ <https://wildlife.ca.gov/Licensing/Scientific-Collecting>

⁹ <http://www.wildlife.ca.gov/Conservation/LSA>

¹⁰ <https://fgc.ca.gov/About/Policies/Miscellaneous>

Esteban Danna
City of Encinitas
September 12, 2024
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- a. The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, a project should include mitigation measures to assure a “no net loss” of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions benefiting local and transient wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.
 - b. The Fish and Game Commission’s Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).
- 13) Use of Native Plants and Trees. CDFW recommends the City require the Project Applicant to provide a native plant palette for the Project. The Project’s landscaping plan should be disclosed and evaluated in the DEIR for potential impacts on biological resources such as natural communities adjacent to the Project site (e.g., introducing non-native, invasive species). CDFW supports the use of native plants for the Project especially considering the Project’s location adjacent to protected open space and natural areas. CDFW strongly recommends avoiding non-native, invasive species for landscaping and restoration, particularly any species listed as ‘Moderate’ or ‘High’ by the [California Invasive Plant Council](https://www.cal-ipc.org/plants/inventory/)¹¹ (California Invasive Plant Council, 2024) CDFW supports the use of native species found in naturally occurring plant communities within or adjacent to the Project site. In addition, CDFW supports planting species of trees, such as oaks (*Quercus* genus), and understory vegetation (e.g., ground cover, subshrubs, and shrubs) that create habitat and

¹¹ <https://www.cal-ipc.org/plants/inventory/>

Esteban Danna
City of Encinitas
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provide a food source for birds. CDFW recommends retaining any standing, dead, or dying tree (snags) where possible because snags provide perching and nesting habitat for birds and raptors. Finally, CDFW supports planting species of vegetation with high insect and pollinator value.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The [CNDDDB website](#)¹² provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms.

In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the [Combined Rapid Assessment and Relevé Form](#)¹³.

The City should ensure data collected for the preparation of the DEIR is properly submitted.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the City in identifying and mitigating Project impacts on biological resources.

¹² <https://wildlife.ca.gov/Data/CNDDDB>

¹³ <https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit>

Esteban Danna
City of Encinitas
September 12, 2024
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Questions regarding this letter or further coordination should be directed to Jessie Lane, Environmental Scientist, at (858) 354-4105 or Jessie.Lane@wildlife.ca.gov.

Sincerely,

DocuSigned by:

5991E19EF8094C3...

Victoria Tang
Environmental Program Manager
South Coast Region

ec: California Department of Fish and Wildlife
Victoria Tang
Jennifer Turner
Jessie Lane
Steve Gibson
Meredith Osborne

US Fish and Wildlife Service
David Zoutendyk, David.Zoutendyk@fws.gov

Office of Planning and Research
State.Clearinghouse@opr.ca.gov

REFERENCES

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Esteban Danna
City of Encinitas
September 12, 2024
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California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 985-1587 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov



September 12, 2024

11-SD-5
PM 41.45
Ocean Bluff Way Residential Project
NOP/SCH#2024080571

Mr. Esteban Danna
Senior Planner
City of Encinitas
505 S. Vulcan Ave
Encinitas, CA 92024

Dear Mr. Danna:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation of Draft EIR for the Ocean Bluff Way Residential Project located near Interstate 5 (I-5). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Encinitas in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network.

Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Encinitas, is encouraged.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable “smart growth” type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Right-of-Way

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Mr. Esteban Danna, Senior Planner
September 12, 2024
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Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to shannon.aston@dot.ca.gov.

Sincerely,

Rogelio Sanchez for

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

August 20, 2024

Esteban Danna
Senior Planner
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024
edanna@encinitasca.gov

RE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE OCEAN BLUFF WAY RESIDENTIAL PROJECT DATED AUGUST 14, 2024,
STATE CLEARINGHOUSE NUMBER [2024080571](#)

Dear Esteban Danna,

The Department of Toxic Substances Control (DTSC) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Ocean Bluff Way Residential Project (Project). The proposed project consists of the subdivision of four lots into 27 lots (24 market-rate units and 3 affordable housing units), as well as the construction of a private road, and associated utility, drainage, and stormwater improvements. After reviewing the project, DTSC recommends and requests consideration of the following comments:

1. When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern (COCs) can be present. The Lead Agency shall identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are dichloro-diphenyl-trichloroethane, toxaphene, and dieldrin.

Additionally, any level of arsenic present would require further analysis and sampling and must meet [HHRA NOTE NUMBER 3, DTSC-SLs](#) approved thresholds. If they are not, remedial action must take place to mitigate them below those thresholds.

2. Additional COCs may be found in mixing/loading/storage areas, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons may be required.

3. DTSC recommends that all imported soil and fill material should be tested to assess any contaminants of concern meet screening levels as outlined in [DTSC's Preliminary Endangerment Assessment \(PEA\) Guidance Manual](#).

Additionally, DTSC advises referencing the [DTSC Information Advisory Clean Imported Fill Material Fact Sheet](#) if importing fill is necessary. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material are suitable for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting [DTSC's Human and Ecological Risk Office \(HERO\) webpage](#).

DTSC appreciates the opportunity to comment on the NOP of a DIER for Ocean Bluff Way Residential Project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via [email](#) for additional guidance.

Sincerely,

Tamara Purvis

Esteban Danna
August 20 2024
Page 3

Tamara Purvis

Associate Environmental Planner

HWMP - Permitting Division – CEQA Unit

Department of Toxic Substances Control

Tamara.Purvis@dtsc.ca.gov

cc: (via email)

Governor's Office of Planning and

Research State Clearinghouse

State.Clearinghouse@opr.ca.gov

Dave Kereazis

Associate Environmental Planner

HWMP-Permitting Division – CEQA Unit

Department of Toxic Substances Control

Dave.Kereazis@dtsc.ca.gov

Scott Wiley

Associate Governmental Program Analyst

HWMP - Permitting Division – CEQA Unit

Department of Toxic Substances Control

Scott.Wiley@dtsc.ca.gov

From: Mary Balderrama <mbalderrama@nctd.org>
Sent: Thursday, July 18, 2024 3:51 PM
To: Esteban Danna <edanna@encinitasca.gov>
Cc: Ioni Tcholakova <itcholakova@nctd.org>
Subject: Ocean Bluff Way Residential Project - 501 Ocean Bluff Way

CAUTION: External Email. Do not click any links or open attachments unless you recognize the sender, verified their email address, and know the content is safe.

Good afternoon, Esteban,

We received notice for your project on Ocean Bluff Way.

NCTD would be interested in the City of Encinitas requiring the developer of this project to include bus stop improvements near to the project site for BREEZE route 309.

This will improve the transit experience and accessibility for future residents and visitors of the project. Please include us moving forward in the project, and as it progresses, we would be interested in coordinating with the City and/or the developer.

Please let me know if you need a formal correspondence letter, which can take a while to get through our workflow. 😊

Thank you!
Mary

Mary Balderrama

Transit Planner

North County Transit District | 810 Mission Avenue, Oceanside, CA 92054
mbalderrama@nctd.org | planning@nctd.org | 760.966.6569 | GoNCTD.com



From: Tony Cassolato <tgcassolato@gmail.com>

Sent: Monday, August 12, 2024 4:31 PM

To: Esteban Danna <edanna@encinitasca.gov>

Subject: Oceans Bluff Way Residential Project : 501 Ocean Bluff Way

CAUTION: External Email. Do not click any links or open attachments unless you recognize the sender, verified their email address, and know the content is safe.

I would like to state that the Density of the project far exceeds the underlying zoning for the property.

The increased density does not blend with the existing zoning and lots in the neighborhood.

The increased traffic will be dangerous for the existing residents of the neighborhood because the majority of the roads are narrow and there are areas with no sidewalks. Pedestrians need to walk on the narrow roads to walk around the community. The additional traffic Trips will be a life and safety issue.

I am concerned that the development is too close to the bluffs that surround the property. I believe it will be an accident waiting to happen and there could be a bluff failure in the future with the increased use of the property, weight of the buildings and the added irrigation water to the site..

I feel this project is too dense and I do not support 27 homes on this property.

Thank you for your time.

Anthony Cassolato

From: Steven Chan <stevengchan3@yahoo.com>

Sent: Monday, August 12, 2024 1:56 PM

To: Esteban Danna <edanna@encinitasca.gov>

Subject: Concerns Re: Ocean Bluff Way Residential Project

CAUTION: External Email. Do not click any links or open attachments unless you recognize the sender, verified their email address, and know the content is safe.

Mr. Danna,

I am writing in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the Ocean Bluff Way Residential Project.

I am the property owner of the home located at 515 Camino De Orchidia. My home is on the corner of Camino De Orchidia and Ocean Bluff Way, and as a result, this project will have direct major significant impacts on my home, property value, and family's health and wellbeing.

I believe that this project as presently proposed has not adequately considered nor will result in the best interests of the immediate neighborhood, and also the City of Encinitas as a whole due to the negative impacts this project would result in as presently designed.

My primary concerns in no specific order are as follows:

1. The process of how the number of homes to be built is determined based upon the lot size. Everyone knows the usable land for building (4.5 acres) is only 62.5% of the actual lot sizes (7.2 acres). However, by using various loopholes the development is trying to use the larger number (7.2 acres) for calculation instead of the actual common sense number (4.5 acres), with the goal to cram in as many houses as possible to sell.
2. The process of how the present zoning of the lots has been ignored with the intention to build more housing. These lots were originally zoned for 3-5 single family homes if I recall correctly, and in a manner similar to the housing stock in the existing neighborhood. The development is now proposing to build up to 10 times the amount of homes that was originally zoned for. If developers are allowed to bypass existing zoning rules and regulations, than what is the point of the zoning process in the first place?
3. The increased traffic flow that will result due to the amount of proposed housing to be added. This is an impact that will be felt not only by myself and immediate neighbors due to the traffic going in and out right outside my door and immediate streets, but also by the arterial streets of Requeza, Nardo, Melba, Bracero and Westlake. The morning & afternoon commute and daily 3 schools traffic in this area is already an issue, and adding a potential additional 100 vehicles in prime time traffic to an existing problem is not a viable solution.
4. The lack of proposed parking for the large number of potential homes. Based upon the initial scheme proposed, it is readily obvious there will not be adequate on street parking. It is apparent the development prioritized the desire to cram more housing into the space instead of providing adequate on street parking spaces for residents and potential guests. This point is also tied in with #5 below.

5. Currently Ocean Bluff Way on both sides of the street are zoned as No Parking/Fire Lane due to narrow street width/need for emergency services access on the street. Where are the guests/residents of the new proposed development supposed to park at? Sections of Camino De Orchidia and Camino El Dorado are also zoned as No Parking/Fire Lane for the same reason. I believe the development is under the wrong impression that the existing streets can be used for overflow parking and thus they chose to ignore that need within the development. I don't believe that the City of Encinitas should or will need/want to spend additional monetary resources to widen Ocean Bluff Way, Camino De Orchidia, and Camino El Dorado in order to provide adequate access or on street parking in order to benefit a proposed private property development.

6. The inefficient traffic flow that has been proposed for the corners of Camino De Orchidia/Ocean Bluff Way and Camino El Dorado/Ocean Bluff Way. The project as designed has located the two entrances to the development not on the corners of the existing streets. Instead, the entrances are located off the corners and will be in direct proximity to my driveway which would be in between the two entrances. As a result, the entrances to the development would not be located at an existing corner that could allow for a 4 way stop sign intersection. Instead in order to enter the development, a driver would have to stop at the existing stop sign, then require a sharp S shaped turn into the development.

This design will definitely result in traffic flow issues along with the increased potential for accidents due the need for the S turn into the development. The lack of street width on Ocean Bluff Way along with the potential for illegal on street parking will make the S turn even more problematic.

7. Concerns regarding noise and air quality. Since my home is located in immediate proximity to the development, unfortunately the health and well being of my family will be directly impacted by this project. The expectation and my sincere hope is that the City of Encinitas will ensure that all developments regardless of location will be held to the proper safety standards.

I urge your office to pay continued close attention to these crucial issues and to understand and realize the need to significantly reduce the scale of this project. Please hold the developers to a high standard that will provide for the safety and quality of life for both the current and future residents of Encinitas.

Thank you for your attention to this specific case. Please add me to your list of interested parties for all communication regarding this project. If you have any questions or concerns, please feel free to speak with us at anytime.

Regards,

Agnes Lee and Steven Chan

515 Camino De Orchidia

Encinitas, CA 92024

415-596-4895

stevenchan3@yahoo.com

From: Dickinson, Stephen <stephen.dickinson@sduhsd.net>

Sent: Monday, August 12, 2024 10:49 AM

To: Esteban Danna <edanna@encinitasca.gov>

Cc: John Addleman <john.addleman@sduhsd.net>; Daniel Young <daniel.young@sduhsd.net>; Cara Dolnik <cara.dolnik@sduhsd.net>; Rick Ayala <rick.ayala@sduhsd.net>

Subject: Ocean Bluff Way Residential Project

Good morning Estaban Danna - The San Dieguito Union High School District does not have a position in support or in opposition for the project. SDUHSD only wishes to caution and inform the City on the impact of the project (both during construction and after) on its nearby schools: Sunset High School and San Dieguito Academy High School. Please keep us updated on the project and we would also like to keep the City updated on school schedules and activities.

Thank you,
Steve Dickinson

--

Stephen Dickinson

Associate Superintendent of Business Services

San Dieguito Union High School District

710 Encinitas Blvd, Encinitas, CA 92024

Office: 760-753-6491 Ext. 5505

From: City of Encinitas <noreply@encinitasca.gov>
Sent: Monday, August 12, 2024 5:55 PM
To: Esteban Danna <edanna@encinitasca.gov>
Subject: Ocean Bluff Way housing development. City of Encinitas

Site Visitor Name: Wanda Frandsen
Site Visitor Email: Frandsenranch@gmail.com

We're concerned that The developer who wants to build 26 houses adjacent to my property wants to cut down my trees to provide an ocean view for his houses. I think the property line should be resurveyed because it is not where I remember it being when my house was built 50 years ago. We are also concerned about an increase in traffic on our narrow roads. That's too many houses for that acreage. Our one house is built on almost an acre. Please don't allow this area to be over built. Wanda Frandsen.

July 27, 2024

Satish and Sheel Grover
558 Camino de Orchidia
Encinitas CA, 92024
558 Camino de Orchidia
Encinitas CA, 92024

Esteban Danna
Development Services
505 S. Vulcan Avenue
Encinitas CA, 92024

Dear Esteban Danna,

I would like to express significant concerns regarding the following project that is currently undergoing the Draft Environmental Report:

- **Project: Ocean Bluff Way Residential Project**
- **Project Case Number:** Case Nos. MUTLI-006443-2023, SUB-006459-2023, CDP-006445-2023, DR-006444-2023, CPP-006447-2023

The addition of 27 single-lot residential units would create a safety issue, along with other problems, for the neighboring communities along Camino de Orchidia, Camino el Dorado, Requeza St, Westlake, and Nardo St.

Vehicular Traffic and Safety

There are only two roads that connect to this lot (Camino de Orchidia and Camino el Dorado) and both of these feed onto Requeza Street. Given that Camino el Dorado is farther east with a smaller width for passing cars, a majority of the traffic will come through Camino de Orchidia. Many children and people walk on the street due to the lack of continuous sidewalk and there are cars that often speed through the area. An increase of 27 units could bring an additional 70+ cars and numerous e-bikes resulting in a dangerous situation. Moreover, Requeza is a single lane road that connects to 3 schools within a 3/4 mile radius and this becomes extremely congested largely because of San Dieguito Academy High School on Nardo Road that has over 2,000 students. Additionally, the recent construction of Sunset High School on Requeza Street and the development of Sea Ridge Ct in the past couple years have already created traffic problems for the community. Because this is the only exit to El Camino Real and to I-5, it is clear that the situation will only get worse with the introduction of new residential community.

Noise

The resulting construction and traffic will significantly increase and could violate local noise ordinances, especially given the current roads. Furthermore, there is likely to be damage caused to Camino de Orchidia by construction vehicles that will only be able to access the lot through this thoroughway.

Esteban Danna

July 27, 2024

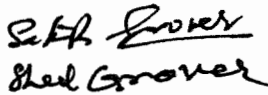
Page 2

Utility and Drainage

Another issue in his neighborhood is that there is currently not enough drainage and is evident after any rain in the winter time. The increase of additional units will only exacerbate this issue.

These are just a few reasons that we would like to express our concerns regarding this development and would be happy to engage in further discussions. Thank you for your time and we look forward to continuing the conversation.

Sincerely,

Handwritten signatures of Satish and Sheel Grover in black ink.

Satish and Sheel Grover
558 Camino de Orchidia
Encinitas CA, 92024

cc: Tasha Boerner, Assemblymember, District 77

From: Jill Hennes <jillhennes@gmail.com>
Sent: Monday, November 6, 2023 10:50 AM
To: Esteban Danna <edanna@encinitasca.gov>
Subject: Development of Ocean Bluff

Hello Estaban,

Please add my email to the list of those wanting information re: future meetings & updates on the proposed development of Ocean Bluff. Our house is two doors away from that street.

While we welcome future houses we are deeply concerned with the impact of far too many cars. One house with two teen or college-age drivers results in four cars per house, in some cases. There are no sidewalks in the site-plan, requiring pedestrians and baby strollers to walk in moving traffic, alongside delivery trucks. There is not enough parking for future residents, cars WILL be parked in front of our home, (I will plant tall shrubbery vegetation at the curb to attempt to prevent this ?) and most importantly:

a nightmare of congestion that will add to the already 15-20 minute crawl to the nearest stop sign(s) in all directions during school drop-off and pickup hours. We are within close proximity to several schools that already force our neighborhood to stay home or avoid trying to get home during the worst of the traffic back-ups.

Please include in your traffic study the dozens and dozens of kids on e-bikes that pop their wheelies all the way down Melba once Oak Crest middle school releases. Cars are smart to completely stop from ANY movement. The drivers from SDA high school use Nardo or Bracero to reach & sit on Requeza. The line of turtle slow traffic sits for 20 minutes minimum to reach Encinitas Blvd. This is quicker than attempting to travel east on Melba toward Balour to escape our neighborhood at that school's release time. Heaven forbid an ambulance needs to get through. Streets are not wide enough for anyone to pull over, on ANY of these streets in any direction. Serious fore-thought regarding the already dreadful traffic needs to be considered before approving even a dozen new homes that will add increased traffic problems.

Speed bumps will need to be installed (at the developers' expense) for all these new cars at the Ocean Bluff development. Traffic impacted / speed bump requirements should be on: Camino de Orchidia, Camino El Dorado, Bracero, Nardo, and sure, why not Requeza, too, because we all know that the speeds will be at or ABOVE 45 mph (which is the current speed of most younger drivers.) I walk this neighborhood a couple times daily. I see the difference of a quiet setting mid-day as opposed to the congestion because of school traffic. I shudder at the thought of too many additional (speeding) cars, let alone all the construction trucks for the next couple years. Development is an obvious given. Controlling it to preserve a quiet WALKING neighborhood relies on smart planning.

The water run-off from their proposed retention basins may be what dictates the maximum amount of houses to be constructed. That sandstone bluff will collapse. The retention basin on Sea Ridge court had to be re-done several times at home-owners' HOA expense.

(I watched/ followed the overflow run down the hill to help flood the corner at Sunshine Gardens.) The overflow from Ocean Bluff will end up flooding Encinitas Blvd. (now that the soil level is higher than the street on that corner; drainage capacity can't keep up with deluge rainfall).

It's a challenging development plan. Please keep the safety of all the walking families in mind. Thank you.

Concerned,

Jill Hennes

518 Camino de Orchidia

JillHennes@gmail.com

From: Jill Hennes <jillhennes@gmail.com>
Sent: Thursday, August 1, 2024 5:08 PM
To: Esteban Danna <edanna@encinitasca.gov>
Subject: Ocean Bluff traffic study

Hello Esteban,

I happened to return home the week after the 4th of July vacation. I drove on Quail Gardens Dr. and noticed a traffic study being done for the 2 new stop signs that will be installed soon. Specifically on Wednesday, July 10, 2024 I drove over the counting device once, returning home a different route.

A mostly empty city of Encinitas presented me with an empty Trader Joe's parking lot. I walked right up to empty cashiers with no lines in the store. (ghost-town empty Encinitas that week).

It strikes me that the timing of said traffic study couldn't have been worse. San Dieguito Academy will begin its school year soon and THAT should be the timing for a true & accurate read of commuters on Quail Gardens. Our own daughters drove that route to school when we used to live at the end of Lone Jack. We/ They left the house an hour before school in order to park & get to classrooms before the bell. I can't even imagine how many students will now sit for far too long on Quail Gardens trying to reach school in time. The number of students is now triple what it used to be at SDA. I will also be sending this concern to the current principal, to bring this student / family frustration to the attention of the school. This traffic nightmare could have many families changing their minds about which school to attend.

The reason for my deep concern is that I am in the same block as the Ocean Bluff proposed development. I would like to request the results of WHEN that particular traffic study was done. I don't remember ever driving over a counting device. I was clearly out of town whenever it was conducted. For this reason I have been asking all of my neighbors if they remember seeing when the study was done. No one remembers driving over anything in our neighborhood. I am sure that with the principals at 3 nearby schools, myself & all neighbors would prefer to have a more accurate traffic study re-done (during a non-holiday week), reflecting the HEAVIEST commute times once ALL schools are back in session. It has been horrendous on Requeza, Westlake, Melba, & Santa Fe Dr. when these schools begin and release students daily.

I look forward to seeing the results of the first Ocean Bluff traffic study and will share it at our neighborhood meetings.

Thank you,
Jill Hennes
518 Camino de Orchidia
Encinitas

Wendy Khentigan
557 Camino de Orchidia
Encinitas, CA 92024
(760) 845-0434
Email

August 10, 2024
City of Encinitas
Development Services Department
Attn: Esteban Danna, Sr. Planner
505 S. Vulcan Avenue
Encinitas, CA 92024

Sent by email to: edanna@encinitasca.gov

RE: Ocean Bluff Way Residential Project

Mr. Danna,

I am writing in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the Ocean Bluff project.

As a twenty one year resident of Encinitas and one of the original owners of the Gallery development since 2003, I wish to express my deep concern regarding the proposed construction of as many as 27 single- family homes on Ocean Bluff Way. My property, 557 Camino de Orchidia, fronts the main street to enter and exit the new development.

My primary concern regards the increase in traffic on these roads. According to the project proposal, its 27 units will generate 10 car trips each per day. Since each car trip involves an out-and-back, Ocean Bluff will overwhelm us with 540 car trips per day. Meanwhile, these residents will be perfectly isolated in their little cul-de-sac. All of the project's negative externalities fall on neighbors who have made this such a desirable place to lie. Their property values will rise, and ours will take a hit according to the traffic and noise exposure.

At my home, this flood of traffic from Ocean Bluff will mean difficulty entering and leaving my driveway. This street is already busy with pedestrians walking their dogs. But I am just as concerned about the impact on my neighbors and the quality of life in general.

In particular, our narrow access roads, Bracero and Requeza, will be slammed with car traffic. That will be miserable for their residents, especially those living on the corners. It will harm my family as well, both in our home and yard, and when we try to navigate through the congested streets. The hours before and after school, and during commuting will be stressful and extremely dangerous—at any speed.

Ocean Bluff's traffic will destroy our neighborhood's best features, its friendliness and walkability. Our streets are like a park, with unique, exquisite landscaping supported by

neighbors, clean safe sidewalks, and fresh ocean breezes. People come from all over to recreate here alongside us. And as you know, there is no actual park within walking distance from this neighborhood. We are that park.

But it will degrade under the pressure of so much induced traffic. Especially in the mornings and afternoons when many people want to get outside. The danger to our schoolchildren and seniors will be shocking.

I am also concerned about the heightened noise and reduced air quality at my home that this traffic will generate. The Dudek noise study writes off the health impacts of “ambient” noise. In particular, it ignores low-frequency soundwaves associated with transportation that penetrate structures and can travel long distances. The A-weighted sound meter that Dudek used does not even measure low frequencies below 100 Hz.

Noise is known to be toxic to humans and animal health and is related to conditions from heart attacks to depression. And it is increasingly a blight in Encinitas. The City must protect us from rising noise, rather than facilitate it.

I urge your office to pay close attention to these crucial issues and to significantly reduce the scale of this project. Please hold the developers to a high standard that will provide for the safety and quality of life of all the current and future residents.

Thank you for your attention. Please add me to your list of interested parties for all communications regarding this project.

Sincerely,

Wendy Khentigan

From: Mary Lenihan <maryglenihan@hotmail.com>

Sent: Sunday, August 4, 2024 9:23 PM

To: Esteban Danna <edanna@encinitasca.gov>

Subject: 501 Ocean Bluff development

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To whom it may concern,

This project will effect our neighborhood , We are seriously concerned about the amount of traffic, cars and congestion..

We are very concerned about the access to evacuate in case of emergency..

The small community cannot accommodate this amount of traffic..

We oppose this project!!

Sincerely,

The Lenihans

Ignacio Lopez
117 Rosebay Dr. Apt 15
Encinitas, CA, 92024
Jessi Foliage and Plants
(760) 688-5797
lopezj198@gmail.com

August 12, 2024
City of Encinitas
Development Services Department
Attn: Esteban Danna, Sr. Planner
505 S. Vulcan Avenue
Encinitas, CA 92024

edanna@encinitasca.gov

RE: Ocean Bluff Way Residential Project

Mr. Danna,

I am writing in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the Ocean Bluff project.

I am the proprietor of Jessi Foliage and Plants, a long-term tenant at the J&S Greenhouse at 748 Requeza that is owned by Anne Wood. J&S is one of the last greenhouses left in Encinitas. My business grows and sells houseplants and occupies the north end of the greenhouse. It is staffed by myself and roughly 7 family members at various times. The business is essential to my family's survival. We enjoy working together and with Jose and Silvia Dominguez.

My home address is 117 Rosebay Drive, which puts us on the "buffer zone" list for the Ocean Bluff project.

I am deeply concerned about the 27 large houses planned for the small Ocean Bluff lot. The city says this will add 270 car trips per day to the neighborhood, which means 540 passes on local roads. All Ocean Bluff drivers will exit or enter at Bracero or Requeza, and most will turn on Orchidia. Some drive very fast.

My immediate concern is for our safety. If just one of those drivers crashes into the 50-year-old wood lathe greenhouse, it could cause a collapse, possibly injury or death, and disrupt our income along with the Dominguez's. None of us has the resources to withstand a personal loss, an insurance case or lawsuit, or a business disruption depriving us of our livelihoods.

The traffic hazards from Ocean Bluff will threaten our business survival. They will discourage customers from dropping by to browse as they frequently do. If their visits are more difficult to

arrange and more stressful, we will lose customers to big box stores.

Worse would be if the city decides to widen Requeza Street. This would significantly hurt our walk-in sales, delivery practices and workload. It would reduce the greenhouse's big parking lot to three or four parallel spots on Requeza, with no room for truck loading and unloading.

Without a loading zone, Jose and Silvia will have to haul their plants to the back door, where my space is already crowded. I would have to move my own inventory out of the working aisles for them. Smaller vans could pull up to the door for loading, but I would have to stop work, move my work van, wait for the job to finish, and repark. Bigger trucks that cannot make it through the back gate will have to park at the curb, an older 1970s section of Orchidia that is 42 feet wide, but I will still have to empty my plants from my aisle space. These disruptions could extend my long work days by one, two or more hours.

Any of these changes will shrink our already low profits and increase our workload, stress and Hardships.

My business has thrived since I became a tenant here. The space would be all but impossible to replace. Over the years, we have also become close with the Woods, and take pride in helping them regularly. Because I live nearby, the elderly Ms. Wood knows she can always call me in an emergency. Recently I was able to help with an emergency weekend water main break, and when they got locked out of the house on Easter Sunday.

I support the cause of housing in Encinitas and know how hard it is to come by, especially for working families. But Ocean Bluff will build only three lower-cost homes. Meanwhile, all of their cars will flood our roads with noise, fumes and danger. I fear they will drive us out of business and discard this slice of Encinitas history.

We strongly urge the city to significantly reduce the number of homes for the Ocean Bluff project.

Would you please add me to your list of interested parties for all communications on this project. Thank you.

Sincerely,

Ignacio Lopez

Barbara Martin
542 Camino el Dorado
Encinitas, CA 92024
barbara4prez@gmail.com

Aug.12, 2024
City of Encinitas
Development Services Department
Attn: Esteban Danna, Sr. Planner
505 S. Vulcan Ave.
Encinitas, CA 92024

Sent by email to: edanna@encinitasca.gov

RE: Ocean Bluff Way Residential Project

Mr. Danna,

I am writing in response to the City's Environmental Impact Report. As an owner and resident of 542 Camino el Dorado APN: 2581421200 for the past 22 years I am deeply concerned for the poor regard for the neighborhood with the proposed construction of these 27 single family homes.

When I purchased my home, I specifically asked the builder what the plans for the adjacent empty land would be ? He assured me that there would be homes built with like sized lots and sq. footage of homes.

If you have spent any time in this area, you would know that there are several major problems with the lack of plans for the future. I realize that this area started as a sleepy little area of hot houses and growing grounds, and the city allowed hothouses to be torn down one by one, and homes built, never thinking how much growing there would be in the area. So all these little streets, with no curbs, gutters, and street parking were never taken into account, and no master plan was put in place. So the frog in the pot, just keeps getting hotter !

There is inadequate street parking. Anyone that lives in the area and their guests can end up with a several hundred dollar parking ticket. There are 50 + walkers on any given day that pass my house, because it is one of the few streets in Encinitas that has safe sidewalks for their kids, bikes, and dogs.

The proposed plans for Ocean Bluff have houses so crammed together, there is no room for street parking. Many of the driveways are so shallow, that a car cannot be parked without hanging over into the public walkway. You may have noticed that most people do not park in their garages, because they are so full of stuff ! You also might have noticed that most families have 4+ cars.

The proposed yards are so small that there is no room for kids or pets to play and run.

The lots need to be designed so that there is adequate street parking, adequate driveway parking, adequate yard space for kids and pets.

With the lack of previous planning, we can keep going down the same path and keep increasing the problem, or the City can take the stand, that yes, there are several neighborhood issues in all of Encinitas that have been overlooked, and draw a line in the sand to fix things from now on.

I could go on and on about the other obvious negative impacts that this development will have on our community. I know that you have heard multiple reasons why the neighbors are not embracing this development. We would all love to have our community grow with like sized lots and homes. Let's keep the things that are working for Encinitas, and be bold to fix the things that are not working.

Respectfully,



From: Marc McBride <marckmcbride@gmail.com>

Sent: Sunday, August 11, 2024 10:45 PM

To: Esteban Danna <edanna@encinitasca.gov>

Subject: Fwd: Ocean Bluff Way Residential Project - 501 Ocean Bluff Way, Encinitas, CA





Dear Esteban Danna,

We would like to express concerns regarding the following project:

Ocean Bluff Way Residential Project

Project Case Number: MULTI-006443-2023, SUB-006459-2023, CDP-006445-2023, DR-006444-2023, CPP-006447-2023

Vehicular & EBike Traffic & Safety:

Based on the Encinitas Traffic Management Program Jan 2024 report p. 3 we can anticipate an extra 270 car trips per day that need to get to out of and into the area via Requeza, Nardo, Bracero, Melba and Westlake Dr.. The 2 immediate roads out of the area, Camino El Dorado and Camino De Orchidia will not be used equally because of the efficiency of getting out of the area; leaving most of the outgoing and incoming Ocean Bluff traffic using primarily Camino De Orchidia. **One of the potential options is to have the developer work with the City of Encinitas to get access to and from Ocean Bluff via Encinitas Blvd.** (This was required by the City of Encinitas a few years ago when a developer was attempting to put an assisted living facility on the property.) Speed Bumps and Digital Speed Radar signs are a definite must on Orchidia and El Dorado.

Parking in Ocean Bluff

Because of density approval there will be a lot of cars that need parking spaces and from the renderings it shows most driveways will be fairly short in length. We would suggest parking spaces in the front of every home parallel to the street for additional parking similar to what was done on Sea Ridge Ct. (See attached pictures).

Thank you for your time and please feel free to reach out with any questions.

Marc & Marsha McBride
532 Camino De Orchidia, Encinitas, CA 92024
marckmcbride@gmail.com
858 344 9166 mobile

From: Mark Miller <mark.alan.miller2@gmail.com>

Sent: Monday, August 12, 2024 2:53 PM

To: Esteban Danna <edanna@encinitasca.gov>

Subject: Ocean Bluff Project

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Mark A. Miller

502 Ocean Bluff Way

Encinitas, CA 92024

(760) 492-1866

mark.alan.miller2@gmail.com

August 12, 2024

City of Encinitas

Development Services Department

Attn: Esteban Danna, Sr. Planner

505 S. Vulcan Avenue

Encinitas, CA 92024

RE: Ocean Bluff Way Residential Project

Dear Mr. Danna,

I am writing in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the Ocean Bluff project.

As a 22-year resident and as a person who loves Encinitas, I wish to express deep concerns about the proposed construction of 27 single-family homes on Ocean Bluff Way. My property (APN 2581413000) fronts Ocean Bluff Way and Camino de Orchidia. The only route for ingress and egress from my property is via Ocean Bluff Way (a cul de sac), Camino de Orchidia and either Bracero or Requeza Streets. My quality of life will be impacted by the addition of 27 new homes which will similarly have only one method of ingress and egress.

These are my concerns.

Increased traffic. By adding 27 units in a neighborhood that currently has only 47 units will cause a 40% increase in traffic on the narrow and already relatively busy streets that serve as the only access points to our neighborhood.

According to the project proposal, the 27 proposed units will generate 10 car trips each per day, or 540 car trips per day in toto. I believe this will substantially diminish the quality of life for residents of the neighborhood who live along Camino de Orchidia, which is a very narrow street. It is sufficiently narrow that two cars must slow or stop when approaching from opposite direction when cars are parked on the street.

The impact of traffic will extend well beyond Camino de Orchidia. Only two roads lead into our neighborhood: Bracero and Requeza, the former being an extremely narrow street that is already

dangerous. I personally believe that increasing traffic on Bracero represents a clear danger to its residents. The street is not designed for high traffic, and again two cars cannot pass in opposite directions easily. The latter, Requeza, is a wider street, and bears the brunt of the traffic when the high school is in session. It is already very difficult to get in and out of our neighborhood around 8 am and around 3 PM, the start and end of the school day. The gridlock when school is in session makes ingress and egress very difficult.

Impaired traffic flow. Instead of letting traffic flow directly through Camino de Orchidia, the proposed project will create a quick right, quick left turn in and out of the new development. The reason for this is so they can place 27 units into a 4 acre plot. Without this eccentric, and probably dangerous feature, 27 units could not be fit into the lot. I have trouble imagining that a large firetruck could make this turn easily. The impact of this on the properties at 515 Camino de Orchidia and 520 Camino El Dorado will be enormous.

Parking impacts on the neighborhood. There is absolutely no street parking in the proposed development. Again, there is no way the developers could make room for parking and place 27 units on a 4 acre parcel. Parking on the existing streets is already challenging. Many parts of the neighborhood streets are flagged as no parking, and the sheriff's department enforces these zones. There will be no choice but for residents and guests to park outside the new development. This will heavily impact the existing residents, since parking is already quite limited on the street in our neighborhood.

Let me be clear, I have no objection to the development of this property. Having a vacant lot there is not in the city's interest or the neighborhood's interest. But the problems that the proposed development will impose on the neighborhood will diminish the quality of life for all of us who live here already. While it is clear the developers will realize a handsome profit for their efforts, the residents will suffer a decreased quality of life, and decreased property values.

I urge the city to review and decrease the project's scale. A smaller development could correct the eccentric street connection to Camino de Orchidia, diminish the parking issues, and make the development safer for the new and old residents.

Please add me to your list of interested parties for all communications regarding this project.

Sincerely,

Mark Miller
502 Ocean Bluff Way
Encinitas CA 92024

Antonio Ortiz
442 Catalpa Lane
Fallbrook, California 92024 92028
(760) 216-7793
(no email)

August 12, 2024
City of Encinitas
Development Services Department
Attn: Esteban Danna, Sr. Planner
505 S. Vulcan Avenue
Encinitas, CA 92024

Submitted by Carol Wood on behalf of Mr. Ortiz via email to: edanna@encinitasca.gov

RE: Ocean Bluff Way Residential Project

Sr. Danna,

Le escribo en respuesta al Aviso de la Ciudad sobre la Preparación de un Borrador del Informe de Impacto Ambiental para el proyecto Ocean Bluff.

Vivo en Fallbrook, pero paso un tercio de mi vida en Encinitas. Soy jardinero y diseñador altamente calificado que ha trabajado en el vecindario El Dorado y Orchidia durante aproximadamente 10 años, con uno o dos asistentes. Actualmente tengo siete clientes y paso cinco días allí. Me siento muy orgulloso de las casas de mis clientes y de la belleza del vecindario.

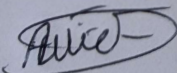
Estoy sumamente preocupada por el desarrollo de Ocean Bluff que aumentará mucho el tráfico vehicular y el estacionamiento en la acera en el vecindario. El ruido y el peligro nos afectarán a mí y a mis asistentes que estamos al aire libre todo el día. Probablemente será difícil y, en ocasiones, imposible estacionar mi camioneta de trabajo con remolque largo. Un cambio en el vecindario también podría reducir mi trabajo, si los clientes deciden mudarse o pierden el interés en mantener sus jardines en un nivel tan alto.

Tampoco soy el único jardinero del vecindario. Conozco a otros cuatro jardineros en estas calles que se verán perjudicados por los cambios negativos.

Tenga en cuenta nuestros medios de vida al evaluar el desarrollo. Le insto a que reduzca sustancialmente la cantidad de viviendas.

Me gustaría que me mantuvieran informado del proyecto. Muchas gracias.

Atentamente,



Antonio Ortiz

From: Stacey Secrest <staceysecrest@gmail.com>

Sent: Monday, August 12, 2024 4:35 PM

To: Esteban Danna <edanna@encinitasca.gov>

Cc: Stacey Secrest <staceysecrest@gmail.com>

Subject: Comments on Environmental Impact of the Proposed 501 Ocean Bluff Development

CAUTION: External Email. Do not click any links or open attachments unless you recognize the sender, verified their email address, and know the content is safe.

Stacey Secrest

599 Camino El Dorado

Encinitas, CA 92024

Email: staceysecrest@gmail.com

August 11, 2024

City of Encinitas

Esteban Danna, Sr. Planner

Development Services Department

505 S. Vulcan Avenue

Encinitas, CA 92024

Sent by email to: edanna@encinitasca.gov

RE: Ocean Bluff Way Proposed Residential Project

Mr. Danna,

I am writing in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the Ocean Bluff project and solicitation of comments. I still have many concerns about the project, as do many of my neighbors, which I hope will be addressed in the environmental impact report.

1. Traffic and Safety - As you know there are 3 schools within two blocks of the proposed development on Ocean Bluff. There is already heavy traffic with adults carrying children, new high school drivers, ebike riders (many who don't follow the rules of the road) and pedestrians including elderly people, children, and parents with kids in strollers and on bikes. We saw that there was a study in 2022, but it was done on a Tuesday in August. To get an accurate number, a new traffic study should be done away from a holiday and at least 2 weeks after Labor Day weekend, and on a day when trash isn't being taken out or picked up. There are still a lot of cars on those days and if anything it is more dangerous, but cars will avoid the streets with garbage cans on the days they are out. To give you an idea of how much traffic there is, it will take me 20 minutes, or longer, to drive one mile to Highway 5 at the Sante Fe onramp when schools are getting out.

In addition, Camino El Dorado only allows limited parking on one side of the street to allow for traffic and emergency vehicles. Any street planning for the proposed development should include the same

safety parameters as the existing streets so that fire trucks can get through and turn around within the development.

2. Environmental Impact - Please take into consideration what this high density housing project will do to the environment, in how it will impact wildlife, potential endangered species, and water runoff. There is wildlife in the area that depends on the open space to thrive. I have seen a bobcat, Red-tailed Hawk, opossums, Western Bluebirds, and other wildlife within a half block from the proposed development. Please adjust planning to allow for this wildlife to survive.

3. Impact on the Community- Currently many neighbors on the block, and in the general area, come to our neighborhood to walk and enjoy the outdoors. There are some sidewalks, but the sidewalks do not cover the whole block and often pedestrians need to walk/ride in the street. There are already some cars driving too fast. These streets need to stay safe and aesthetically pleasing for everyone who uses them. There are no parks nearby and school fields are closed when not being used by the schools. This limits where one can walk and enjoy the outdoors safely.

Also the section of the development that is along Ocean Bluff should include sidewalks and greenery and be of a quality, setbacks and open space in line with the neighborhood.

Please include accommodation for openspace, safe walking areas and landscaping and setbacks that are inline with the existing neighborhood in your planning.

4. Parking - Parking in the neighborhood is already in limited supply. Currently the neighbors guests and service professionals need to park in the limited spaces on the street. Often the street parking in front of my house is filled with cars. The proposed development needs to include enough off street parking for the homes they are building to comply with the real needs of a household. A 4 bedroom house could have 4+ cars that require off street parking. As everyone knows, low income housing does not mean that the residents will use public transportation. If that were the case, our buses and trains would be full. There also needs to be enough street parking within the development for the resident's guests and service professionals. They should not be impacting our street parking.

Onsite parking accommodation during construction should also be planned to allow for safe roads and passage. Currently there is a house being remodeled on Camino de Orchidia. It used to be a beautiful house, but it looks to be becoming a monstrosity and taking advantage of every regulation available to maximise its footprint. My main reason for listing this is because during construction, service vehicles are parked on both sides of Orchidia, which does not allow for safe walking or driving through this narrow section. And that is only one house and not a development. Please be thoughtful of the existing community in your planning and have the developer create parking on their Ocean Bluff site during construction.

5. Responsibility for Damages due to Construction - There should be some provision made for the developer to be responsible for any damage to the street or anyone's property due to construction. Any damage to the street should be made whole by the end of construction.

To conclude, we live in a beautiful neighborhood with open space and sense of community. We moved here for the high quality of life. In the past couple of years that quality of life seems to be being reduced little by little. With the new developments planned on Quail Gardens, Melba and now this proposed Ocean Bluff development, the noise pollution, traffic, damage to the open space and wildlife, our quality of life looks to be deteriorating greatly.

There are huge developments being permitted without the infrastructure needed to support them. The focus in California, and now in Encinitas, seems to be on maximising the profits of developers and increasing the population, over the health and wellbeing of the community.

I hope the city will do its part to help maintain the integrity, health and lifestyle of Encinitas.

Thank you for your consideration.

Regards,

Stacey Secrest

From: Cathy Sundsmo <cathy.sundsmo@gmail.com>

Sent: Sunday, August 11, 2024 5:03 PM

To: Esteban Danna <edanna@encinitasca.gov>

Subject: Ocean Bluff Development

Hello Mr. Danna,

I hope you are having a nice summer. I am writing on behalf of the concerned neighbors and the proposed Ocean Bluff Development at the end of Camino El Dorado. I grew up in Encinitas and consider it a great privilege to still live locally in the community that raised me.

My family and I live on Bracero Road, which is a street that already has quite a bit of traffic with cars using our street as a cut through and then an even increased amount of traffic when the local schools are in session.

Our older son who attends the neighboring Ocean Knoll Elementary school walks or rides his bike from our home up to the end of Requeza and then uses the back entrance to get to school. Currently a lot of parents who drop their children off for Ocean Knoll also use the top of Requeza as a parking/drop off area for school. With an increase in housing at the Ocean Bluff development then the regular safe commuting area for the elementary students will be impacted because of the increase in cars in the area.

I have concerns regarding the density and increase in traffic when the newest development will be in place. I have a disabled younger son who has vision impairment and judgement impairment due to his intellectual disability and we are always fearful of him stepping into the street with cars speeding by. Especially during the morning commute time, when school is starting or getting out, and the regular evening traffic. We have written to the city of Encinitas multiple times to try and get traffic slowing options implemented on our street but have been unsuccessful because the city of Encinitas states it is a fire hazard to do so. How is putting in a huge amount of houses and adding even more traffic helping this "fire risk area" with safe entry and exit for emergency vehicles or residents to evacuate?

So, my concern with adding a very high density housing community in the vicinity of our "cut through" street is that there will be a huge increase in the traffic and speeds vehicles will be traveling. If there is a compromise to put in speed diversions along Bracero then this would be very favorable to our current neighborhood.

Thank you for taking the time to read this message and hearing my concerns. Our local community would really like the opportunity to be heard and express our feelings while trying to keep our neighborhood a safe and enjoyable place to live.

Warm Regards,

Cathy Sundsmo

Andrew F. Sundsmo
725 Bracero Road
Encinitas, CA 92024
(760) 579-2057
andrew.sundsmo@gmail.com

August 10, 2024

City of Encinitas
Development Services Department
Attn: Esteban Danna, Sr. Planner
505 S. Vulcan Avenue
Encinitas, CA 92024

Sent by email to: edanna@encinitasca.gov

RE: Ocean Bluff Way Residential Project

Mr. Danna,

I am contacting you in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the Ocean Bluff project.

As a 45 year old resident who was born, raised, and now raising my own children in Encinitas, I wish to express my deep concern regarding the proposed construction of as many as 27 single- family homes on Ocean Bluff Way. My property (APN 2583505100) fronts Bracero Road and acts a through street from Melba to the proposed Ocean Bluff project.

My primary concern regards the **increase in traffic and specifically speeding** on these roads. Both of the roads that provide automobile access to the Ocean Bluff project, are long straight roads that are very easy to get going too fast – but these are the roads where our children play. My wife Cathy and I, again both Encinitas natives, have a special needs son who is legally blind. Speeding cars, and more of them terrify us for the welfare of our child, Brecken. According to the project proposal, its 27 units will generate 10 car trips each per day. Since each car trip involves an out-and-back, Ocean Bluff will overwhelm us with 540 car trips per day. Meanwhile, these residents will be isolated from the traffic in their cul-de-sac. All of the project's negative externalities fall on neighbors who have made this such a desirable place to live.

In particular, our narrow access roads, Bracero and Requeza, will become much much busier with car traffic. During the elementary and high school year we already deal with a large influx of student drivers and parents providing transportation to and from the school, which makes our quiet neighborhood extremely busy and dangerous. Ocean Bluff will only exacerbate this danger. It will harm my family as well, both in our home and yard, and when we try to navigate through the congested streets. The hours before and after school, and during commuting will be stressful and extremely dangerous—at any speed.

Ocean Bluff's traffic will destroy our neighborhood's best features, its friendliness and walkability. Our streets are like a park, with unique, exquisite landscaping supported by neighbors, clean safe sidewalks,

and fresh ocean breezes. People come from all over to recreate here alongside us. And as you know, there is no actual park within walking distance from this neighborhood. But it will degrade under the pressure of so much induced traffic. Especially in the mornings and afternoons when many people want to get outside. The danger to our school children and seniors will be shocking.

I urge your office to pay close attention to these crucial issues and to significantly reduce the scale of this project. Please hold the developers to a high standard that will provide for the safety and quality of life of all the current and future residents.

Thank you for your attention. Please add me to your list of interested parties for all communications regarding this project.

Regards,

Andrew F. Sundsmo
725 Bracero Road
Encinitas, CA 92024
(760) 579-2057
andrew.sundsmo@gmail.com

August 11, 2024

Cynthia A. Van Bogaert
Stephen Chalupnik
543 Camino de Orchidia
Encinitas, CA 92024

Esteban Danna, Senior Planner
Development Services Department
505 S. Vulcan Avenue
Encinitas, CA 92024

Sent via email to: edanna@encinitasca.gov

RE: Comments Regarding the Draft Environmental Impact Report for Ocean Bluff Way
Residential Project: 501 Ocean Bluff Way, Encinitas, CA (APNs) 258-141-23, 258-141-24, 258-141-25, 258-141-26

Dear Esteban,

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report ("EIR") for the subject property. We are owners and year-long residents of a home on Camino de Orchidia which is separated from the building site by three other homes. We object to the scale of the proposed build on numerous grounds.

Your notice mentioned several categories of focus. We have organized our comment according those topics and others mentioned in CEQA Appendix G, Environmental Checklist Form <https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/ab52/final-approved-appendix-G.pdf>:

1. Aesthetics – Currently there is a dramatic gorgeous scenic vista including ocean views and distant mountains that can be viewed from those walking along Ocean Bluff Way as well as the nearby homes. The project would have a substantial adverse effect on the scenic vista to the north, northwest, and northeast for most of the adjacent homeowners, and to all of those in the several nearby neighborhoods who commonly walk on the sidewalks/streets through Camino de Orchidia, Ocean Bluff Way, and Camino el Dorado.

A massive build on the site would substantially degrade the existing visual character and quality of the site and its surroundings by substituting a large number of homes (and presumably vehicles). Those who walk through the currently quiet neighborhood are free to do so without excessive vehicle traffic or concerns for safety. Although it is on sidewalks (and sometimes on the street), it is acting in effect as a safe public park. Many walk their dogs and many walk for exercise and mental well-being, including numerous elderly people who live in the neighborhood. Children ride bikes. Many of the walkers

chat with each other and have built a sense of community in which people take care of each other. There are no city parks nearby for people to walk in this way.

The current homes in the area have larger lot sizes with more room for green space that is enjoyed by the community. The new build would detract from the character of the neighborhood with lower green space associated with the homes.

The 27 homes would likely add 2-4 vehicles per home. More vehicles would be driving on the 3 streets and would significantly degrade the surrounding area. Walkers and dogs and especially the elderly will be less safe and less comfortable walking on the noisier and busier streets.

Urban green space has been recognized as promoting healthy living and wellbeing. Social interaction is an important element of general and mental health. One of the reasons for choosing to live here is access to an environment that promotes healthy living. "Urban green spaces provide environmental benefits through their effects on negating urban heat, offsetting greenhouse gas emissions, and attenuating storm water. They also have direct health benefits by providing urban residents spaces for physical activity and social interaction, and allowing psychological restoration to take place." See, e.g., <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4556255/>

2. Air quality – The elimination of current green space with the addition of 27 homes with 2-4 vehicles per home, and service and delivery vehicles would contribute to air pollution.
3. Greenhouse gas emissions – The addition of 27 homes, 2-4 vehicles per home and the service and delivery vehicles would add to the emissions problem.
4. Biological resources – The project is currently a wild area without fences and there are a number of wild animals, birds, and insects that live in this general area. Increased housing and traffic with the attendant pollution will affect the wildlife both on the property in question as well as the existing properties. Those seen in the neighborhood include skunks, coyotes, bobcats, red-tailed hawks, western bluebirds, opossum, mockingbirds, hummingbirds, snails, lizards, bees, grasshoppers, spiders, and monarch butterflies.

The homes in the area would add to the runoff and erosion in the area from watering and rainfall not having the current green area to absorb into the earth. This water travels down toward the ocean and would have a substantial adverse effect on coastal cliffs, beach resources, and ocean quality. This is already an issue at Moonlight Beach.

"Urban runoff can transport pollution..." See, e.g., <https://data.sandiegocounty.gov/stories/s/Reduce-Urban-Runoff/pqyj-zqae/>

“Urban runoff is the term for water that flows over man-made surfaces in densely populated areas and drains into our water bodies. Runoff may originate as rainwater (called “stormwater” by water managers), landscape irrigation, leaks, or any other source that causes water to fall on or flow over urban surfaces. Once water from stormwater, irrigation flows, leaked water, or other surface waters begins to flow over the hard surfaces of our cities, it picks up accumulated urban pollutants. Common urban pollutants include motor oil, grease, pesticides, fertilizer, particulate metals, pet waste, toxins, bacteria, and viruses. By picking up and carrying these substances, urban runoff becomes polluted urban runoff. This polluted runoff flows untreated through our city’s stormwater system and into San Diego’s lakes, rivers, bays, and ocean.” <https://www.sdcoastkeeper.org/water-quality/urban-runoff/>

This neighborhood is relatively close to the ocean and also to several wildlife areas, such as San Elijo.

The property has several trees.

5. Cultural resources – Part of the neighborhood is an existing nursery at the corner of Camino de Orchidia and Requeza. Adding to the traffic will increase the difficulties of operating for the business. Nurseries are a part of Encinitas history.

A religious site is west of the build along a steep grade that would be affected by any runoff from the site which is now grass that provides more natural absorption.

6. Land use and planning – Adding this project would provide a physical barrier to use of the neighborhood streets for exercise.
7. Population/housing – Having affordable housing is a concern, but the detriment to the community here is significant. This 27-home build is more densely-packed upper-income level housing that will not provide relief to the homeless, but rather would decrease the healthfulness of the neighborhood. The argument that adding more high-end housing will “trickle down” to result in more affordable housing is a flawed concept. A 2024 decision by the Superior Court of California on a different law addressed this idea and stated that justification of SB 9 could not rely on “a potential, eventual decrease in prices resulting from increased housing supply to demonstrate that SB 9 would increase the supply of affordable (i.e., below market-rate) housing.” <https://cdn.kqed.org/wp-content/uploads/sites/10/2024/04/20240422-Los-Angeles-Superior-Court-Judge-ruling-on-SB-9.pdf>

Significant housing units are being added in nearby areas at Quail Gardens Dr. and Encinitas Blvd. and at Leucadia and Quail Gardens, also adding to the stress on the city.

8. Noise and vibration – Addition of the 27 homes and 2-4 cars per home will result in 50% more vehicles up and down Camino de Orchidia and Camino el Dorado and substantially increase the noise level.
9. Transportation/Traffic- The proposed project would increase traffic more than 50% down Camino de Orchidia and Camino el Dorado and substantially increase traffic and safety concerns for children riding bicycles and people walking. Note that sidewalks are not consistently provided up and down the streets causing pedestrians to walk on the streets at some points. These roads have only one exit point which is Requeza Street. Requeza can be very busy during the school year due to nearby schools, including San Dieguito High School, Sunset High School, and Ocean Knoll Elementary (which has many children who either walk or bike on Requeza to and from school and have parents driving to and from school to pick up and drop off children). There is a major project at the corner of Quail Gardens Dr. and Encinitas Blvd. which also will affect traffic and presumably increase children traveling to and from school.

Although Requeza is a dead end, there is a walking path connecting the road to Bonita Dr. and Ocean Knoll Elementary School. Significant numbers of children use the connector to Requeza on bikes, including electric bikes. These relatively inexperienced and sometimes distracted children are on narrow Requeza with little room for error. Adding to the traffic on Requeza will add to the danger for children. Any traffic studies must be done in the hours when school is in session and during the peak hours when students arrive to and leave from these schools.

Numerous elderly individuals live in the neighborhood and have been accustomed to driving in and out of their driveways without excessive traffic. Increased traffic will hinder their comfort in driving and lessen their quality of life.

10. Hazards and Hazardous Materials – The project would create a safety hazard for those driving the streets and walkers who use the neighborhood for exercise. The soil on the site may be contaminated by prior commercial use.
11. Public services – The addition of significant numbers of residents and the addition of large number of cars both for the residents (27 homes with 2-4 cars) and delivery vehicles and service people would provide street parking issues. Camino el Dorado is designated for fire service with limited street parking. Camino de Orchidia has some parking, but parking is already mostly used by existing visitors to the streets. Parking problems will ensue from use of this parking for parked cars that do not fit in the small area designated for the homes and for the service people who need to visit the homes on a daily basis. In some areas of these streets, there are no sidewalks and pedestrians are required to walk on the street and navigate parked vehicles as well as moving vehicles. This is a safety issue.

12. Geology/soils – This project is near the edge of a very tall steep cliff which is near Encinitas Blvd. Removing soil to build and adding water runoff with 27 homes and 2-4 vehicles per family and the new structures will add to the deterioration of the cliffs which are currently eroded. A landslide from the cliff would impact sidewalks and streets directly adjacent to the cliff.
13. Hydrology/Water quality – The proposed project would substantially alter the existing drainage pattern of the area. Yearly heavy rains have caused regular flooding for some homeowners in the area, including use of sump pumps and sandbags. Any drainage to the south will worsen this problem and the resulting runoff. The runoff will be dirty and polluted as there will be little natural absorption.
14. Recreation – The streets in the area are currently used by many for recreation, like walking, biking, and dog walking. Adding 27 homes with 2-4 cars per home will significantly impair the use of the streets for recreation. The nearest park is Oakcrest Park which is about 2 miles away, does not have the same area to walk, and requires driving for most people. Having an immediate area in which one can walk is a significant benefit to the health of a large area between Ocean Bluff Way and Melba, Bonita and in the Ocean Knoll Elementary area. Even individuals from Melba east of Balour Dr. use the area for walking. Providing a replacement in the form of a new city park with this type of walking area would be helpful, but extremely costly for the city of Encinitas.
15. Utilities/service systems – The current storm water and wastewater systems frequently result in runoff down Requeza and significantly increase the wastewater drainage in the basins next to Sea Ridge Ct. Any analysis of drainage would benefit by taking into account increased drainage via Sea Ridge Ct., Sunset High School, and the existing build at the corner of Requeza and Westlake. Additional concern is the erosion and flooding of the religious site west of the build.

Thank you for allowing our input.

/s/ Cynthia A. Van Bogaert

/s/ Stephen Chalupnik

688 Camino El Dorado
Encinitas, CA 92024
(760) 942-5211
sandeepbvarma@gmail.com

August 10, 2024
City of Encinitas
Development Services Department
Attn: Esteban Danna, Sr. Planner
505 S. Vulcan Avenue
Encinitas, CA 92024

Sent by email to: edanna@encinitasca.gov

RE: Ocean Bluff Way Residential Project

Mr. Danna,

I am writing in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the Ocean Bluff project.

As a 14-year resident, I wish to express my deep concern regarding the proposed construction of as many as 27 single-family homes on Ocean Bluff Way. My property (APN 2 581420400) fronts Camino El Dorado and Ocean Bluff Way as it will have a great impact the traffic & safety along with the environmental impact on our area.

My primary concern regards the increase in traffic on these roads. According to the project proposal, its 27 units will generate 10 car trips each per day. Since each car trip involves an out-and-back, Ocean Bluff will overwhelm us with 540 car trips per day. Meanwhile, these residents will be perfectly isolated in their little cul-de-sac. All the project's negative externalities fall on neighbors who have made this such a desirable place to live. Their property values will rise, and ours will take a hit according to the traffic and noise exposure.

At my home, this flood of traffic from Ocean Bluff will create congestion and constraint on a road that currently is safe. Everyday there are parents with young children walking to the nearby schools and this increase of cars only means that safety will be jeopardized. But I am just as concerned about the impact on my neighbors and the quality of life in general. Additionally on Camino El Dorado, no cars can park on either side of the street. With the addition of the new homes, parking will become a significant issue. Will there be sufficient off-street parking provided for the new homes? How will the increase in residents affect the availability of street parking, and what measures will be taken to ensure that current residents are not unduly impacted?

In particular, our narrow access roads, Bracero and Requeza, will be slammed with car traffic. That will be miserable for their residents, especially those living on the corners. It will harm my family as well, both in our home and yard, and when we try to navigate through the congested

streets. The hours before and after school, and during commuting will be stressful and extremely dangerous—at any speed.

Ocean Bluff's traffic will destroy our neighborhood's best features, its friendliness and walkability. Our streets are like a park, with unique, exquisite landscaping supported by neighbors, clean safe sidewalks, and fresh ocean breezes. People come from all over to recreate here alongside us. And as you know, there is no actual park within walking distance from this neighborhood. We are that park.

But it will degrade under the pressure of so much induced traffic. Especially in the mornings and afternoons when many people want to go outside. The danger to our schoolchildren and seniors will be shocking.

I am also concerned about the heightened noise and reduced air quality at my home that this traffic will generate. The Dudek noise study writes off the health impacts of "ambient" noise. In particular, it ignores low-frequency soundwaves associated with transportation that penetrate structures and can travel long distances. The A-weighted sound meter that Dudek used does not even measure low frequencies below 100 Hz.

Noise is known to be toxic to humans and animal health and is related to conditions from heart attacks to depression. And it is increasingly a blight in Encinitas. The City must protect us from rising noise, rather than facilitate it.

I urge your office to pay close attention to these crucial issues and to significantly reduce the scale of this project. Please hold the developers to a high standard that will provide for the safety and quality of life of all the current and future residents.

Thank you for your attention. Please add me to your list of interested parties for all communications regarding this project.

Sincerely,

A stylized handwritten signature in dark ink, consisting of a large 'S' followed by a horizontal line and a diagonal stroke.

Sandeep Varma

A handwritten signature in dark ink, appearing to read 'Nisha Varma' in a cursive script.

Nisha Varma

From: Pritbir Virk <prtibir@gmail.com>
Sent: Wednesday, August 7, 2024 11:10 AM
To: Esteban Danna <edanna@encinitasca.gov>
Subject: Project 501 Ocean Bluff Way

CAUTION: External Email. Do not click any links or open attachments unless you recognize the sender, verified their email address, and know the content is safe.

Dear Esteban Danna,

We would like to express significant concerns regarding the following project that is currently undergoing the Draft Environmental Report:

Project 501 Ocean Bluff Way
Case Numbers:

MULTI-6443-2023, SUB-06459-2023, CDP0-0645- 2023, DR-006444-2023, CPP-006447-2023

The addition of 27 single-lot residential units would create a significant safety issue amongst other problems for the local region. Specifically, the neighboring communities along Camino de Orchidia, Camino el Dorado, Requeza St, Westlake, and Nardo St will be negatively impacted as outlined below.

Vehicular Traffic and Safety

There are only two roads that connect to this lot (Camino de Orchidia and Camino el Dorado) and both of these feed onto Requeza Street. Given that Camino el Dorado is farther east with a smaller width for passing cars, a majority of the traffic will come through Camino de Orchidia. Many children and people walk on the street due to the lack of continuous sidewalk. Additionally, many vehicles speed through the area sometimes approaching 50mph as well as the numerous vehicles parked on the street. An increase of 27 units could bring an additional 70+ cars and numerous e-bikes resulting in a dangerous situation. Moreover, Requeza St is a single lane road that connects to 3 schools within a 3/4 mile radius and this has become extremely congested. This is largely because of San Dieguito Academy High School on Nardo Road that has over 2,000 students. Additionally, the recent construction of Sunset High School on Requeza Street and the development of Sea Ridge Ct in the past couple years have already created traffic problems for the community. Because this is the only exit to El Camino Real and to 1-5, it is clear that the situation will only get worse with the introduction of new residential community.

Noise

The resulting construction and traffic will significantly increase and could violate local noise ordinances, especially given the current roads. Furthermore, there is likely to be damage caused to Camino de Orchidia by construction vehicles that will only be able to access the lot through this thoroughway. This is currently a major issue as nails and various construction materials are often laying in the street.

Utility and Drainage

Another issue in his neighborhood is that there is currently not enough drainage and this is evident after any rainfall in the winter. The increase of additional units will only exacerbate this issue. These are just a few reasons that we would like to express our concerns regarding this development and would be happy to engage in further discussions.

Thank you for your time and we look forward to continuing the conversation.

Respectfully,

Pritbir and Sukhman Virk
616 Camino de Orchidia
Encinitas CA, 92024
760-390-7883

Anne Wood
748 Requeza Street
Encinitas, CA 92024
(760) 699-1499
Anne.Wood@ATT.net

August 5, 2024

City of Encinitas
Development Services Department
Attn: Esteban Danna, Sr. Planner
505 S. Vulcan Avenue
Encinitas, CA 92024

RE: Ocean Bluff Way Residential Project

Mr. Danna,

I am writing in response to the City's Notice of Preparation of a Draft Environmental Impact Report for the above-referenced project. As a 50-year resident and the owner of one of the last greenhouses in the neighborhood I wish to express my concern regarding the proposed construction of as many as 27 single-family homes on Ocean Bluff Way. My property (APN 2581413700) fronts Requeza Street and Camino de Orchida.

My primary concern regards the increase in traffic on these roads.

Currently, the two-lane, un-striped roads are at or near capacity and the vehicle speed limit of 25 mph is routinely exceeded. Requeza Street is the primary ingress and egress point for over 60 single-family homes. That translates to as many as 600 car trips per day across the front of my home.

As a 94-year-old leaving my driveway is already a daunting task at certain times of the day. And lacking sidewalks means I have to walk at the edge of the travel lane to stroll the neighborhood. The proposed development could increase traffic by as many as 270 car trips per day, nearly a 50 percent increase above current traffic volumes. Without reducing the size of the project and traffic calming measures I will be a prisoner in my own home.

In addition to safety, I am also concerned about the added noise and reduced air quality at my home. And as the increased traffic volumes will likely lead to road widening, the encroachment of travel lanes across the front of my home and greenhouse business is also a concern to me and my tenants.

I hope that your office will pay close attention to the developer's traffic studies and hold them to a high standard that will provide for the safety of all the current residents of the neighborhood.

Thank you for your attention. Please add me to your list of interested parties for all communications regarding this project.

Sincerely,

Digitally signed

Anne Wood

From: Carol Wood <cwncsd@gmail.com>
Sent: Wednesday, August 7, 2024 11:47 AM
To: Esteban Danna <edanna@encinitasca.gov>
Subject: Ocean Bluff Way

Dear Mr. Danna,

I am a resident of 748 Requeza Street (APN 258141370) and am seeking information before submitting my comments on the Ocean Bluff Way project, due Aug. 12. Could you kindly address these questions.

1) How is the neighborhood defined for purposes of determining impacts from the Ocean Bluff project?

I see the 1995 "area of assessment" document on the city portal, with about 96 addresses. Is that the same map in use here? <https://portal.encinitasca.gov/CustomerSelfService#/plan/FA602334-7C48-474E-B937-70B37C5CF048?tab=locations>

This list also includes the Sea Ridge development from c. 2020, which indicates an update.

Please provide or direct me to the current list used to assess the project's impact.

3) The 1995 assessment list has only 5 addresses from Requeza Street on it, 731 to 843. Yet the number of homes on the street that will be affected by the project is much larger, including new construction since 1995 and the corner of Nardo. Why are so few Requeza addresses covered?

If there is a more current assessment for Requeza, please provide me with a copy or link.

3) Regarding Melba Road, only 728 and 808 are on the 1995 list. 796/798 on the corner with Bracero will also be strongly impacted, as will others. Does any updated assessment include Melba?

4) Were all neighbors (property owners, tenants) on the current list informed of the NOP process and deadline?

5) Are renters and tenants in the assessment area entitled to submit comments on the project?

Are residents outside the area, including those who will be directly affected by the traffic, entitled to submit comments at this time?

6) With respect to traffic impacts, how are "car trips" defined? I've seen the term used on the Encinitas Traffic Management Program. Does that term included one-way or completed car trips? For instance, when our neighbors drive down Requeza, it typically involves two passes, out and back.

Thank you for your help.

Sincerely,
Carol Wood