



OCTOBER 2007

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- TRAFFIC
- PARKS & OPEN SPACE
- VOICE IN PLANNING ISSUES
- OFFICE SPACE/COMMERCIAL IN RESIDENTIAL NEIGHBORHOODS
- TRUST IN OUR CITY REPRESENTATIVES

RADICAL SOLUTIONS

As those of you who read the Hoodlink are aware, I have been consistently critical of the City's approach to traffic research and planning. A brief list of my previous complaints include... The traffic-capacity designations of our streets are inadequate and unrealistic; the City is unscientific, if not pathologically inconsistent in their approach to traffic counts; the traffic reports generated by big-project developers are apparently never cross-checked by the City Traffic Engineer against the City's official counts and assumptions; the City has underplayed the real outlook of future traffic; SANDAG predictions have consistently undercounted traffic.

The new Austin-Foust 2007 counts and Traffic Circulation Study are a case in point. I fear that, in the past, I have thrown too many details and jargon at you the reader, to be effective in communicating my concern. Now I ask you to do some homework. Please go to the City web site and locate the Traffic Commission Agenda page.

< <http://www.ci.encinitas.ca.us/Government/PublicD/AgendasAM/Traffic/Traffic+Commission+Agendas.htm> >

If you can, find the 2007 agendas. Locate the Traffic Commission agenda for 9-10. Open "trfc_anlys_mdl-04". Print yourself a copy of Figure 3-2 "2030 ADT Volumes" (page 3-2 of the document, page 25 of the Laserfiche). Then go to 9-10 again and print up a similar figure "drft Circ" with the purported current figures (Figure 2-2 page 2-4 of the document, page 22 under Laserfiche) titled "2007 Existing."

If you don't have a computer, (or find it impossible to navigate the City's website-ed) go to City Hall and request the two pages—you may be charged 10¢ a page.

Once you have the two pages, place the 2030 projection next to the purported 2007 actual count. Every time you see a 2007 count equal or

higher than the 2030 projection, you are looking at a forecasting error of TWENTY THREE YEARS!

If you are prone to having others do your homework or need an easy answer to pique your interest, the following table illustrates one comparison of the 2030 traffic projection from 2004 with the 2007 count.

La Costa Boulevard

Location	2030 projection/2004	2007 actual
West of I-5	15,000 ADT	13,000 ADT
East of I-5	34,000 ADT	34,000 ADT
East of Saxony	30,000 ADT	34,000 ADT

This table uses Austin-Foust counts and projections which were overseen and approved by City Traffic Engineer, Rob Blough. According to the most recent City report produced by our traffic experts, the aggregate count for La Costa Blvd today is currently 2000 ADT OVER our experts' 2004 projections for the year 2030.

Two of the most critical areas under current development pressure, La Costa Blvd and Santa Fe, already exceed the 2030 projection. Apparently, no more than a handful of people have done this exercise which conclusively proves that the *Emperor has no clothes*. WE need to do something about this NOW because WE owe it to OUR City. We will have no one else to blame but ourselves as traffic continues to get worse and the City discounts the impact and/or deliberately misleads the citizens of Encinitas. If you can live with that, then don't bother.

Regardless of the careful methodology, the model used, and the reliance on SANDAG projections, OUR CURRENT TRAFFIC COUNT PROJECTIONS AND POLICIES ARE A COMPLETE FAILURE. There are two parties being well paid by the citizens of Encinitas to oversee our traffic issues: Rob Blough, the City Traffic Engineer and Mr. Austin a principal of the traffic consulting firm, Austin-Foust.

Austin-Foust is the firm responsible for all the official traffic counts and reports the City has produced for the past many years.

Austin-Foust has proven with their own work-results that their traffic models do not work.

From my layman's observation of Mr. Blough, I believe him to be a competent Traffic Engineer with a quick mind and a good grasp of his profession. I do not know why Mr. Blough is not doing his job for the citizens of Encinitas.

Why has our City Traffic Engineer not challenged Austin-Foust's work product, even though he has immediate access to the different traffic studies done all over the City which do not confirm Austin-Foust work?

I have no personal grudge here and do not know either Mr. Austin or Mr. Blough outside of their work. I can not tell you whether failures are the result of complacency or something else altogether. What I can tell you is that the current regime is not getting the job done: it is simply dysfunctional.

After battling for years with the City for some common sense in these pressing traffic matters, I now believe the only available answer is to fire our current Traffic Engineer, Rob Blough, and to stop doing business with Austin-Foust.

I have just touched on the tip of the iceberg in this essay—others have found many more discrepancies and problems with the Austin-Foust reports. Until each of us, including YOU, make an effort, the waste will continue. Please let the City (and me) know what your findings are. Only an informed electorate can make good decisions.

Herb Patterson <lindpat@cox.net>



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PROJECT UPDATES

1. Hall property, Cardiff: The City of Encinitas received over 1400 comments on the Draft EIR for the Hall property. The City will respond to 200+ of these. In June the City Council voted to spend \$100,000 to do this. The total cost for the Hall EIR has reached \$600,000. This additional expense could have been avoided if the City had not tried to spin the EIR to support its current master plan for the park.

Scott Vurbeff, Environmental Coordinator at the City, had said that the revised EIR would be ready in late October. On October 2 the City announced in a press release that it would postpone the publication of the final EIR on the recommendation of the City's Special Legal Counsel and Environmental Consultant EDAAW. The City had hired the Sohagi Law Group in Los Angeles. This recommendation was based on AB 32, the Global Warming Solution Act (2006) and SB 97 (2007), which linked the Global Warming Solutions Act with the California Environmental Quality Act. The two enacted bills now require a greenhouse gas emissions analysis for the Hall property park EIR.

Vurbeff now says that the global warming analysis, plus certain other non-disclosed recommendations for changes, will delay the EIR for 4 to 6 months. Publication of the EIR would be sometime in Spring 2008. There will, of course, be added costs, in addition to the time delay.

Three groups in Cardiff, Citizens for Quality of Life, Friends of the Hall Property Park, and the residents of Cardiff Glen, have hired a legal firm to do conflict assessment to see if mediation is possible. Some weeks ago City Manager Phil Cotton and City Attorney Glenn Sabine accepted this assessment. It remains to be seen if the City and the sports groups can reach an agreement with residents to build a true community park that reflects the needs of all City residents and addresses properly the impacts of traffic, lights, noise, and the documented contamination on the property.

2. Brown property, Cardiff, Case # 05-184: This is a General Plan Amendment request to go from RR1 to R5.

The Browns own approximately 10.3 acres at Lake and Sante Fe which they are currently operating as a green house/nursery business. This property (and another approximately 250

contiguous acres) along Lake Drive and Crest Drive are currently zoned RR1 (rural residential, 1 house per acre).

The Browns first applied, in August 2005, for an R15 upzone. A public meeting at Ada Harris was held followed by three small group (15 or less) meetings in the home of Scott Brown. Another large community meeting was held at Ada Harris School on June 28, 2007. At that meeting the Browns proposed an R5 upzone. At all meetings the overwhelming majority in attendance rejected any upzoning. The attendees consistently requested that the Browns work within the current zoning and use density bonus as applicable to the current RR1 zoning.

The Browns met another three times with a small group of individuals to try to determine what might be acceptable to the community.

On August 6, 2007, the Browns and their partner, local developer Lance Waite, submitted a draft development agreement to the Planning Department requesting that the agreement be processed concurrently with their GPA amendment for an R5 rezone request.

There has been one other development agreement in the past with the City—the 900 acre Paul Ecke Encinitas Ranch Development. At the time the Ecke Ranch was not a part of the City but unincorporated land between Carlsbad and Encinitas.

The Brown's request, to proceed with a development agreement to be processed simultaneously with the upzone request, will be presented to the City Council on **Wednesday, November 7, 2007.**

Any GPA amendment request, with or without a development agreement, requires a majority vote of the citizens or, and only if a significant public benefit can be determined, a super majority 4:1 vote by the City Council.

The Brown property cannot be looked at as an isolated case but must be viewed as part of the entire area currently zoned RR1 which is contiguous to the large tracts of land zoned RR2 and R3 extending from Lake Drive to El Camino Real. An upzoning of the Brown property opens the potential flood gates to further rezoning and density increases that neither the current infrastructure, nor any City or regional resource plans, can handle.

If you care about the future of our City, it is important to attend the November 7, 2007 City Council meeting. The meeting starts at 6 pm.

Understand exactly what the Browns are requesting

and how each council member responds. Let your Council know how you feel regarding this issue.

For further information contact:

Primary: Laurie Tremor, ltremor@ci.encinitas.ca.us

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3. Cardiff Specific Plan: The Committee has decided to allow a limited amount of mixed use in the specific plan area. At the last meeting, 16 Oct, the Committee announced the need for more information in creating incentives for one story buildings. They have discussed allowing 80% lot coverage for one story buildings with a possible height of 22–24 ft. and **lot line to lot line** underground parking.

The Committee meets Tuesdays 6–8 pm in the Poinsettia Room, City Hall.

4. 825 Orpheus Avenue: Owners Alan and Faye Tassviri have refused to allow the City access onto the property to facilitate the construction of a retaining wall for the Orpheus Fire Station unless the City removes what the Tassviri's claim is a diseased Torrey pine on the property. The City sent their arborist to evaluate the tree and found the tree to be a healthy specimen. Removal of the Tassviri's Torrey pine was not recommend by the arborist and Division Chief Henry agreed.

The Tassviris have failed twice in gaining neighborhood support for their proposed developments on the property. The Torrey pine has been an obstacle to development. The City will not be cutting down the tree for the Tassviris.

If you have any questions, contact Division Chief Scott Henry at 760/633.2804.

ENCINITAS MAYOR & COUNCIL

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