

## Exhibit C

On August 28, 2013, the District received a comment letter on the Draft EIR for the YVHS Sports Field Improvement Project after the close of the CEQA public review period and after preparation of the Responses to Comments document. The letter was submitted by Craig Sherman on behalf of “concerned community members, taxpayers and neighbors” objecting to use of Measure C funds for the project and alleging several CEQA violations. The CEQA comments were carefully reviewed and it was determined that the issues raised were adequately addressed in the Draft EIR and Responses to Comments documents. It was also determined that clarification of the EIR attendance assumptions and the parking and traffic congestion discussions would be helpful. .

Staff additional recommendations:

- (1) Explain the reasonableness of the 1,000 maximum attendance levels (for varsity football games;
- (2) confirm that the existing 450-space parking lot is generally adequate for current afternoon games; the EIR shows it will be adequate for proposed evening use;
- (3) Confirm that administration will prohibit concurrent major events on the nights of the varsity football games; and
- (4) Identify specific traffic control measures 30 minutes before and after the peak events (varsity football games).

**Attendance assumptions.** Attendance at nighttime events is assumed to be up to 1,000, a figure used routinely throughout the DEIR. The DEIR states this number is based on actual attendance at afternoon events and attendance at other area high schools. Since the bleacher seating capacity is 2988 total seats, the 1,000 assumed attendance should be clarified.

### **Reasonableness of 1,000 spectator attendance level**

Varsity football games at YVHS currently draw a total of 150-300 (home and visitor) spectators. LSA believes that the expected maximum number of spectators with the lights and PA system in place (500-1,000) was based on an understanding of what a HS of this size would likely generate, in light of the experience at other District high schools where lights and PA systems are in use. Within that expected range (500-1,000), LSA took the high end (1,000) for the analysis in order to be conservative. The total number of bleacher seats could be any number (say 5,000) and the games wouldn't necessarily draw any more spectators. Our (LSA + MDUSD) combined thinking was that it would be unlikely for YVHS to draw more than 3.33 times more spectators for these six games than they currently do.

**Parking:** A recent court case cited in the comments disagreed with a 2002 case saying parking was not a direct CEQA impact. The recent case found that scarce parking could lead to secondary air quality and traffic impacts, and thus should be analyzed under CEQA. In that case, there was an identified parking shortage, however, the subject MND assumed that existing on-street parking in the neighborhood would take up the slack. Unfortunately, the MND did not identify whether there was any available on-street parking; the court further noted that area streets were narrow and the school site was landlocked by canyons – all of which circumstances were not addressed. The Draft EIR for YVHS includes a parking discussion in the Initial Study. In contrast to the San Diego case, the project IS finds no parking shortage, therefore it finds no related spillover parking issues for the neighborhood.

### **Existing 450 space parking lot**

Based on the conservative attendance assumptions, as discussed above, the math in the parking section is straightforward about there being enough spaces on-site so that no one would have to park all the way over in the Peppertree neighborhood. It is possible that some small number of people would not park in the lot for whatever reason(s); the point is that sufficient parking would be available at the HS to address the parking demand for these six peak game events.

### **Avoiding concurrent major events on nights of the varsity football games**

This clarification confirms the stated intent that the YVHS principal shall insure that no other major school events are scheduled in the evening at the site on nights of varsity football games. A major event shall be defined as one that is expected to draw more than 25 students or visitors to the site.

**Traffic:** The DEIR shows less than significant impacts at area intersections when the project is added to existing conditions and to cumulative conditions. However, the letter comments about neighborhood traffic; other comments on the Draft EIR similarly commented on localized traffic such as the approximately half hour or so when people are trying to arrive at the game or leave after it. This localized and temporary condition does not rise to a CEQA issue, however, the District and the school would have defined traffic control measures for before and after games that could be set forth more formally, e.g., one-way in and one-way out driveways; restriction on right turns out of the driveway until most of the parking lot is emptied. The project site is in an urban/suburban setting with nearby higher capacity roadways (e.g., in contrast to the recent court case mentioned above where the school was landlocked by canyons characterized by narrow streets).

### **Specific traffic control measures**

Specific traffic controls could be included under existing mitigation measures. Proposed: "The High School Principal shall insure that on nights of varsity football games, for the period of 30 minutes before game time and the period of 30 minutes after the game concludes, appropriate signage and a traffic control officer are located at the main entrance to the site directing traffic so as to reduce congestion at that point. For example, traffic could be limited to right turns into the site and right turns out of the site during these periods, or other appropriate measures to direct traffic away from the adjacent neighborhood and towards larger capacity roadways that allow more efficient traffic dispersion"