

**RESPONSE TO COMMENTS
HALL PROPERTY COMMUNITY PARK**

March 9, 2007

Scott Vurbeff
Environmental Coordinator,
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbeff:

Thank you for allowing the community the opportunity to respond to the draft EIR for the Hall Property. I would like to ask for a reduced intensity alternative from the City Council and the Planning Department. Please amend the park plans to accommodate parking for the maximum number of park occupants. Please also look at the impact of lights on the entire region. We believe the views of many residents will be impacted and the glare and spillage is unacceptable and does present significant impacts. With a reduced intensity alternative, many of the traffic concerns mentioned in the EIR will be a non-issue. We simply do not have the infrastructure or the access to this property to support the numbers of people who are projected to use it, based on the current plan.

The Citizens for Quality of Life alternative in the EIR makes good sense and still provide all the benefits of having a community park. The Through Access on MacKinnon Alternative maintains an existing street that is a key connection to the fire station, schools and retail locations in Cardiff. Please reconsider the proposed plan based on these reasonable alternatives and reexamine the basis for the entire park.

We look forward to and desperately need a park in this area - but not this park as proposed.

Thank you,
Faeren Adams

2133 Cambridge Ave
Cardiff, CA 92007

C1-1

The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected. This rationale for this determination will be reflected in the CEQA findings that are adopted for the project.

C1-2

The commentor requests analysis of lighting impacts in the region, as well as consideration for the effect of lighting on views (presumably early evening and nighttime views). An analysis of lighting impacts is provided in Section 3.5 of the EIR, which addresses lighting effects in the region.

C1-1

Existing views of the sunset are available from the properties east of the project site. Development adjacent to Interstate 5 is located below the grade of the freeway at the project location and gradually increases in elevation moving further east of the project site. While limited views of the sunset exist from the properties that are east of the freeway, they are not considered uniquely scenic sunset views. These views are currently obstructed by utility lines, trees, and other man-made features. In addition, the views of the sunset from the east of the freeway are quite distant. Thus, the limited obstruction of sunset views resulting from the proposed project would not be considered a significant impact. Quality views of the sunset are generally located to the west of the project site, which would not be obstructed with construction or operation of the proposed project.

C1-2

C1-3

Regarding nighttime views, although not located in a Dark Sky area, the EIR addresses dark sky regulations and concludes that the employment of mitigation measures (visors) would comply with dark sky requirements and the resulting sky above 90° horizontal from the fixture would remain largely unlit.

C1-3

C1-4

Section 7.2.2 of the EIR acknowledges that the Reduced Intensity Alternative may result in reduced traffic impacts when compared to the proposed project. However, the EIR also acknowledges that this alternative would still result in significant traffic impacts, such as those occurring at the Interstate 5 intersections. Refer to Response B2-11.

The traffic analysis for the EIR has determined that significant traffic impacts may occur at the project's northern access at Santa Fe Drive, but none would occur at the southern access point at Mackinnon Avenue. Mitigation measures have been provided that would reduce the Santa Fe Drive access point impacts to below a level of significance. Section 3.2.5 of the EIR acknowledges that the project would result in significant, unmitigable traffic impacts on other affected street intersections.

C1-4

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. The Through Access on Mackinnon Avenue Alternative would maintain access on Mackinnon Avenue; however, the proposed project included provisions to ensure fire and emergency access is maintained on Mackinnon and there are alternate routes to access schools and retail in the vicinity. No specific comments are provided on the environmental analysis within the EIR and no response is necessary. See response to comment #C1-1.

Hello Chris

I have had a chance to review the Hall Property Master Plan and think that it is excellent.

The parking, traffic and other noise sources are located near the freeway (which is loud). The landscaping adds to the noise reduction and creates a park like atmosphere.

My only comment is 'I wish there were more soccer fields' which I believe was the original intent of the purchase.

As you can see, I live near by the Hall property.

I am somewhat dismayed by the efforts of a few neighbors to inflict their parochial views on the best interest of the community.

Please register my total support of the Hall Master Plan.

David Ahlgren

C2-1

C2-1

The commentor expresses support for the proposed project. No specific comments are provided on the environmental analysis within the EIR and no response is necessary. This comment is noted for the record.

Scott VurbEFF
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbEFF@ci.encinitas.ca.us

March 6, 2007

Re: Scope of Hall Property EIR

The Traffic and Circulation component (Section 3.2) of the EIR for the Hall property park is deficient in the following areas with regards to Santa Fe Drive:

1. The EIR does not include any traffic information for the sections of Santa Fe Drive east of Windsor. I'd like to request that the impact of the additional traffic along Santa Fe Drive in its entirety be included in the EIR. Specifically:

A. Impact of construction and park traffic on weekday evening rush hour (4-6 PM) traffic, which is projected to be the peak use time for organized sports.

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsignaled side streets, such as Crest Drive

C. Impact of increased vehicular traffic on pedestrian and bicyclist safety. Santa Fe Dr. is a component of both the city wide trails and bicycle paths system, and there is no consideration of that usage and the impact of increased traffic on pedestrians and cyclists in the EIR.

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic:

A. This will not mitigate westbound traffic on Santa Fe Drive

B. It's not clear that this would mitigate eastbound Santa Fe Traffic, since the majority of the traffic will continue on to El Camino Real

3. Cumulative impact of additional Scripps Hospital traffic and Hall Property park traffic is not clearly defined, and not studied for the entire length of Santa Fe Drive

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)?

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

Thanks for your consideration.

Scott VurbEFF

*1373 Cruz St
Encinitas*

C3-1

San Diego Traffic Engineer Council (SANTEC) guidelines indicate that intersections and segments to which a project adds over 50 peak hour trips should be included in a traffic analysis. Figure 7-2 in the traffic study shows that the project adds 41 peak hour trips to Santa Fe Drive east of Windsor Road. Therefore this segment was not included in the analysis. However, it should be noted that a full analysis of the Santa Fe Drive/Windsor Road intersection (a key intersection along the subject segment of Santa Fe Drive) was included in the EIR and acceptable LOS D or better operations were calculated during peak hours.

C3-2

Regarding operations of Santa Fe Drive east of Windsor Road, please refer to Response #C103-1. Regarding potential impacts from construction traffic and park traffic, construction traffic will be temporary in nature. For this reason and the reasons stated in Response #C103-1, a peak hour capacity analysis of construction traffic is not warranted. It should also be noted that construction traffic control plans will be prepared prior to park construction which will outline construction truck routes and limitations on construction hours.

C3-3

The project is expected to add about 40 peak hour vehicles in each direction on Santa Fe Drive east of Windsor Road. The current PM peak hour traffic on Santa Fe Drive is about 900 in the eastbound direction and about 600 in the westbound direction. The increase of 40 peak hour vehicles would not significantly impact vehicular, pedestrian and bicycle ingress on this portion of Santa Fe Drive.

C3-4

Please refer to Response #C103-3.

C3-5

A significant impact was calculated on Santa Fe Drive between Mackinnon Avenue and Windsor Road. The constraining intersection along this portion of Santa Fe Drive is the intersection at Windsor Road. Therefore, providing additional capacity at this intersection would mitigate the Santa Fe Drive segment impact by improving traffic flow at this intersection. The segment analysis does not differentiate between eastbound and westbound traffic, the two directions of traffic are added together for the analysis.

C3-6

Pages 35 and 36 of the Traffic Impact Analysis (Appendix B to the EIR) clearly shows the amount of additional traffic the Scripps Hospital project expansion would add to the street system. This project and 13 other projects were included in the cumulative analysis.

C3-7

As required by the California Vehicle Code (Section 21806), motorists must yield the right-of-way to emergency vehicles. Specifically, motorists are required to pull to the right side of the highway and stop to allow an emergency vehicle to pass. If required, drivers of emergency vehicles are trained to utilize center turn lanes or travel in the opposing through lanes to pass through crowded intersections. Thus, the access entitled to emergency vehicles allows these vehicles to negotiate typical street conditions in urban areas such as Encinitas.

C3-8

Pedestrians and bicyclists would continue to be provided controlled access to cross Santa Fe Drive at the Scripps Hospital driveway, the I-5 northbound on-ramp, Regal Road and Nardo Road signalized intersections. There is no evidence that the project's addition of 650 ADT to Santa Fe Drive would significantly impact bicycle and pedestrian safety.

C3-9

Please see Responses #C103-1 through #C103-8.

Rosanna Alvarado-Martin
1702 Glasgow Ave.
Cardiff by the Sea, CA 92007

March 10, 2007

Mr. Scott Verbeff, Environmental Coordinator
Planning and Building Department
City of Encinitas
505 South Vulcan Avenue
Encinitas CA 92024

Subject: **Hall Property Community Park Draft Environmental Impact Report (Case No. 04-197 CDP/MUP)**

Dear Mr. Verbeff:

I oppose the DEIR for the Hall Property Community Park for the following reasons:

1. The DEIR addresses objectives for the park, however these objectives are not from the community planning and design meeting. I'm not sure where these objectives came from but at no time did the citizens of Encinitas request to maximize the active use for the park at the Charettes. We have several parks with playing fields within a 2 mile radius of the Hall Property. C4-1
2. The traffic studies do not appear to accurately address the residential streets that surround the proposed park. The current and proposed infrastructure cannot handle the amount of traffic predicted by the number of active use fields. Many of the streets surrounding the park are narrow and don't have sidewalks. It is my opinion that the City of Encinitas will be held responsible for the liability, (gross negligence), if the park is built as proposed, and citizens are injured. Our children walk to school on these streets and the traffic is already dangerous. C4-2
3. The proposed lighting for the park is totally unacceptable. I currently live with light pollution from the Vons Center and San Dieguito Academy. I cannot imagine the 90' lights that have been proposed. As a citizen I would have to get a variance to build something outside of the city's general plan. I think the citizens of Encinitas should be able to vote on any amendments to the general plan. We often have low clouds and fog and the light reflects and spreads beyond the area intended. I believe the park is better suited for day use only. C4-3
C4-4
4. I am opposed to the number of active use fields proposed for this park due the noise nuisance. I have been on Crest Street and heard the noise from Lake Field and I don't want my peace interrupted by cheering crowds, skateboarders, or concerts in the park until 12:00am. C4-5
5. The proposed parking is inadequate for the number of active use fields and it is unrealistic to think that park goers are going to park offsite and shuttle to the park events. This lack of parking is going to directly negatively affect the surrounding homeowners. Our streets are already so narrow that they can only handle one car at time driving down the center. Many homeowners park on the street so the addition of park goers parking on the street until 12:00 am is not acceptable. I believe curfew is 10:00 pm for minors and the beaches close at sunset so I don't understand why the park would be open so late. C4-6
C4-7
6. How can the city propose this beautiful park without proper safe access? The small residential neighborhoods cannot and will not bare the brunt of the traffic as access from the South. Santa Fe cannot handle additional traffic lights and round-a-bouts in front of the Scripps Memorial Hospital Entrance. How can the city put the park before public health and safety? C4-8
7. The city should not be the agency of authority on this DEIR. How can the report be objective when it is written by and for the city? C4-9

The proposed park will ruin the small town, funky feel of Cardiff if it is built as a cookie cutter, high density, and maximum active field use park. The citizens of Encinitas deserve the park they planned June 2002. Please consider the alternative plans to reduce the intensity of the park, or build no park at all. C4-10

C4-1

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the City's public workshop park planning process. The purpose of the EIR is to analyze the project as currently proposed. An EIR is not required to consider or analyze the process by which the design was developed. This comment does not include any specific comments on the adequacy or sufficiency of environmental analysis within the EIR. This comment is noted for the record.

The project objectives were formulated by city staff based upon attendance at public City Council meetings on the project, staff's review of the project plans that propose active uses as the primary use, the current city-wide shortage of athletic fields, and the designation of the project as a Special Use Park. It is a standard procedure for lead agency staff to prepare the project objectives in an EIR for a public project.

C4-2

See responses to comments #C17-7, #C17-14, and #C17-15.

C4-3

The commentor expresses opposition to the potential athletic field lighting, but does not provide any specific comments on the sufficiency or adequacy of the environmental analysis within the EIR. It should be noted that an analysis of athletic field lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Section 2.7 of the EIR acknowledges that, if athletic field lighting is approved, a General Plan Amendment will be necessary to allow light standards that exceed 30 feet in height.

C4-4

See responses to comments #C17-16 and #C17-18.

C4-5

See response to comment #C4-3. An analysis of noise impacts is provided in Section 3.4 of the EIR, which determined that, with implementation of mitigation measures, such impacts (including noise from potential amplified events) would be mitigated below a level of significance. It should be noted that, if athletic field lighting is included as part of the project, athletic field events would end no later than 10:00 PM since field lighting would be turned off when the park closes. As described in Section 2.5.8, Other Park Features, special events may take place at the park with a special events operation permit until 12:00 midnight on Friday and Saturday nights.

C4-6

See responses to comments #C4-3, #B2-16, and #B2-17.

C4-7

See response to comment #C4-5, #B2-16, and #B2-17. The project's hours of operation are described in Section 2.5.9 of the EIR.

C4-8

See responses to comments #C17-7, #C17-10, #C17-11, #C17-14, and #C17-15.

C4-9

Under CEQA, the city is required to act as Lead Agency for the EIR.

C4-10

See responses to comments #C4-1 and #C4-3. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected. This rationale for this determination will be reflected in the CEQA findings that are adopted for the project.

March 10, 2007

Dear Scott Vurbeff:

I want to take this opportunity to address some issues that have come to light in regards to the park that is to be placed on the Hall property. I recently learned that the park has been designated as a "special use park" and that access to the park will include the use of neighborhood streets, specifically MacKinnon and Santa Fe. It is horrifying to think what this will do for the neighbors surrounding the park and those who live on the streets proposed to be the access to the park. With the increase in traffic flow on the neighborhood streets it poses a real danger to the pedestrians who use these streets on a daily basis. It is difficult enough to get our fellow neighbors to slow down when driving on our streets, let alone strangers who are unfamiliar with intersecting streets and our neighborhood. I cringe at the thought that perhaps in the very near future one of my children or my neighbor's children will lose their life or be critically hurt by a vehicle rushing through the neighborhood trying to get to a soccer game on time. I am not opposed to a park being placed on the Hall property. However, I do not think that this park has to be a special use park with the magnitude of fields placed on it. I think that the city needs to rethink this and perhaps go back to the plans that the local neighborhood people provided at the park planning meeting.

Sincerely,



Stacy Amer-Davis
484 Sheffield Ave.
Cardiff, CA 92007

C5-1

The comment does not specify which roadways are of concern. The project will not add a large amount of traffic on a daily basis to smaller Non-Circulation Element roads which do not lead directly to the project site and may not be built-out with curb, gutter, sidewalks, and other urban features. It is true that project traffic may utilize smaller residential rural streets if the on-site parking was fully utilized during a special event and a patron was looking for parking; however, this would only occur on rare occasions during special events. The amount of traffic using residential streets will not be high or frequent and therefore no vehicular, pedestrian or safety impacts would be determined. See responses to comments #C17-7, #C17-14, and #C17-15.

C5-2

The commentor expresses opposition to the current design and intensity of uses as proposed in the project. This comment does not include any specific comments on the sufficiency or adequacy of the environmental analysis within the EIR. The purpose of the EIR is to analyze the project as currently proposed. The EIR does not make recommendations or suggest modifications to the design of the project; rather, it provides analysis of the potential environmental impacts of the proposed project as information for the public and decision-makers. This comment is noted for the record.

C5-1

C5-2

Hello Scott;

I've been looking at the draft EIR for the Hall property, and I also made some input into the scope of the EIR for the Scripps Expansion. (I'm a real newbie when it comes to looking at these EIRs, so please forgive me if I ask a silly question). In both of the EIRs, I could find nothing about the impact of the proposed projects on pedestrian and/or bicyclist safety. Am I missing, or mis-reading, something? I've tried plowing through the entire Hall property document, and just could not find a section that mentioned that issue. If I'm not finding something that's in the document, would you be so kind as to point me in the right direction?

C6-1

If pedestrian/bicyclist safety is not a component of the EIR, I would have to ask why not? Given the recent lethal tragedy on Santa Fe Drive, and the fact that the park and teen center on the Hall property will increase the number of kids walking or riding bikes between the SDA and the park, shouldn't there be some examination of the impact of the park on pedestrian and bicyclist safety along Santa Fe Drive?

Also, Santa Fe Drive is mentioned in both the city trails report and the city bike pathways report as a component of the city-wide trail and bikeways system. Clearly the increased traffic along Santa Fe Drive as the result of both the Scripps expansion and the development of the Hall property will make walking or riding a bike along Santa Fe even more hazardous unless protected room is made alongside Santa Fe Drive for both pedestrians and cyclists. How will this increased traffic hazard be mitigated?

C6-2

Thanks for your help. Let me know about the Hall property EIR, and if pedestrian and bicyclist safety is not a component of the study, I will formally make some comments to that effect in a separate document. If I'm barking up the wrong tree here, just let me know and point me in the right direction. My family is very upset about the horrific death of the SDA pedestrian on Santa Fe Drive, and we'd like to use that tragedy to catalyze some positive changes to an increasingly hazardous roadway.

C6-3

Leslie Anderson

C6-1

The commentor requests additional information regarding pedestrian and bicyclist safety, and notes that the EIR does not contain a specific analysis related to pedestrian and bicycle safety. This issue is not specifically addressed in the EIR, as the project would not propose a design feature that would substantially increase hazards to pedestrians or bicyclists and constitute a potentially significant environmental impact of the project. Pedestrian and bicycle safety is important to the City and is an important component of any park design and access plan. The project would not introduce any elements that, in conjunction with project traffic, would create unusual or unsafe conditions for pedestrians and bicyclists. Safety hazards for bicyclists and pedestrians that may use the proposed Hall Property Community Park would be similar to any potential hazards that would be present for these modes of transportation in any other location within the city. In addition, the amount of traffic using residential streets will not be high or frequent and therefore no vehicular, pedestrian or safety impacts would be determined. The project would provide a pedestrian sidewalk to the park along the driveway access that extends from Santa Fe Drive. Please also refer to Responses #B4-10 and #C5-1.

C6-2

The commentor is concerned that increases in traffic along Santa Fe Drive associated with the proposed project and the Scripps expansion would result in increased hazards for bicyclists and pedestrians along Santa Fe Drive. As discussed in Response #C6-1, the project would not propose a design feature that, in conjunction with project traffic, would substantially increase hazards to pedestrians or bicyclists and constitute a potentially significant environmental impact of the project. Safety hazards for bicyclists and pedestrians that may use the proposed Hall Property Community Park would be similar to any potential hazards that would be present for these modes of transportation in any other location within the city. The project would provide a pedestrian sidewalk to the park along the driveway access that extends from Santa Fe Drive. Please also refer to Responses #B4-10 and #C17-14.

C6-3

See responses to comments #C6-1 and #C6-2.

Scott Vurbef
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbef@ci.encinitas.ca.us

March 6, 2007

Re: Scope of Hall Property EIR

The Traffic and Circulation component (Section 3.2) of the EIR for the Hall property park is deficient in the following areas with regards to Santa Fe Drive:

1. The EIR does not include any traffic information for the sections of Santa Fe Drive east of Windsor. I'd like to request that the impact of the additional traffic along Santa Fe Drive in its entirety be included in the EIR. Specifically:

C7-1

A. Impact of construction and park traffic on weekday evening rush hour (4-6 PM) traffic, which is projected to be the peak use time for organized sports.

C7-2

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsignaled side streets, such as Crest Drive

C7-3

C. Impact of increased vehicular traffic on pedestrian and bicyclist safety. Santa Fe Dr. is a component of both the city wide trails and bicycle paths system, and there is no consideration of that usage and the impact of increased traffic on pedestrians and cyclists in the EIR.

C7-4

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic:

C7-1 through C7-9

A. This will not mitigate westbound traffic on Santa Fe Drive

C7-5

Please refer to Responses #C3-1 through #C3-9.

B. It's not clear that this would mitigate eastbound Santa Fe Traffic, since the majority of the traffic will continue on to El Camino Real

3. Cumulative impact of additional Scripps Hospital traffic and Hall Property park traffic is not clearly defined, and not studied for the entire length of Santa Fe Drive

C7-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)?

C7-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

C7-8

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

C7-9

Thanks for your consideration.

Costi & Rick Anderson 1207 Crest Dr
We also support keeping Mackinnon Dr. open.

March 11, 2007

Scott Vurbeff
Planning and Building Department
City of Encinitas
505 Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbeff,

I have reviewed the draft Environment Impact Report (EIR) for the Hall Property and have the following comments and concerns. I would appreciate it if you would consider these points as you proceed in finalizing the EIR.

When my family moved to Cardiff Glen 1 ½ years ago, I was fully aware that a community park may be developed proximate to our location. I do not object to a community park. In fact, I am a sports enthusiast and have been an assistant coach for my son's soccer and baseball teams. I do, however, have several concerns about the EIR.

Noise

The EIR, page 3.4-8 states that at "Bach Street (location D), park activities could result in a combined noise level in excess of the City's Daytime Performance Standards of 50 dBA. The greatest noise source attributable to this noise level is the proposed dog park." The mitigation measure, that is, the 6 foot wall and landscape buffers, only drops the dBA level from 52 to 47. The report indicates that a 3dBA decrease is imperceptible to most human hearing.

Were other mitigation measures explored? Please consider the following:

C8-1

C8-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C8-2

C8-2

This brief summary on the EIR's noise analysis of the potential dog park impacts is noted for the record.

C8-3

1) Re-locate the dog park to another area within the property, away from residences and environmentally sensitive areas. Would the city consider having the dog park located close to the freeway, near the proposed aquatic center? This would protect the creek and reduce the noise impact to residences.

2) Allow for perimeter walls higher than 6 feet. (This of course would require an amendment to the zoning ordinance height limitation). What would be the noise impact if the city would allow, say 8 foot walls? In my case, at 348 Bach Street, I have an existing 6 foot wall along the perimeter of the proposed dog park. Would the city consider increasing the height of that wall as part of the project? Not only would that help with the noise impact, it would offer a more dominant sense of security. Approximately, 4 months ago, I had a transient jump the 6 foot wall into my property. Parks typically attract transients and security is a concern for us, especially with small children.

3) Decrease the hours of operation for the park. The EIR states that the park hours would be from 8 a.m. to 10 p.m. It is completely unacceptable to me that during the dinner hour, our time to unwind and at my children's bedtime, there will be barking dogs 50 feet from our family room/bedrooms. Please consider decreasing the hours from 8 a.m. to dusk. Because the dog park is not a revenue generator, the city will not lose monetarily, by decreasing the hours of this park feature. This still gives people a full 9 to 12 hours per day (depending on the time of year) to "run" their dog off leash.

C8-3

The commentor raises questions regarding the hours of operation and placement of the dog park within the overall park design and whether these other mitigation options were explored. Specific responses to each of the suggestions are provided in the following paragraphs:

1. The commentor suggests relocating the dog park to another area of the property. However, it is likely that any active use area located where the dog park is proposed would require noise mitigation to attenuate noise to levels that would be acceptable. While basketball courts and ball fields would have slightly lower anticipated noise levels, a wall around this piece of the property would likely continue to be desirable. The installation of a sound wall around the perimeter of the proposed dog park would decrease noise levels at nearby residential receptors and reduce the impact to a less-than-significant level.
2. The commentor suggests that the City should allow for a perimeter wall higher than the 6-foot wall proposed in the mitigation measure in the EIR. The 6-foot high wall proposed in the EIR is the height necessary to mitigate noise impacts and does not consider safety issues. As stated by the commentor, a higher wall would likely decrease noise levels to a greater extent, but is not necessary to mitigate the identified environmental impact of the project. The commentor's concerns regarding wall height for safety purposes will be provided to decision-makers to consideration when taking action on the project.
3. The commentor also suggests reducing the hours of operation of the park. While this suggestion would not directly address the noise impact that could result from operation of the dog park, the City's decision-makers may consider adjusting the project's hours of operation as part of the Major Use Permit's conditions of approval.

C8-3

Finally, the EIR does not fully address monitoring and enforcing the City's Daytime Performance Standards relating to noise. Noise levels should be measured on an on-going basis once the park is completed. A plan should be in place on how to mitigate the noise in the event it exceeds the City's Daytime Performance Standard. In addition, the EIR does not fully address peak noise measurements as it compares to average noise measurements. This needs to be reported so the public is fully aware of the potential range of impact, not just an average.

C8-4

C8-4

Please refer to Response #B1-18. Regarding noise measurements on an on-going basis once the park is operational; as discussed in Section 3.4 of the EIR, with the implementation of the identified mitigation measures, potential noise impacts would be reduced to less than significant levels. Therefore, on-going noise measurements would not be needed.

Traffic

The EIR does not fully address the impact of traffic, both vehicular and pedestrian, for the three streets within Cardiff Glen, i.e., Bach, Vivaldi and Gershwin Streets. I am very concerned about additional traffic coming in and out of Bach Street, since my children enjoy skateboarding, bike riding, scooters...in our front yard/street. I am obviously concerned for their safety, from both cars and unfamiliar people. I ask that you consider not allowing for pedestrians access to the park from Bach Street and/or address the traffic impact in more detail for Cardiff Glen.

C8-5

C8-5

See response to comment #C17-14. It should be noted that, as part of the Cardiff Glen development, an easement has been granted along Bach Street that provides public pedestrian access to the project site.

Unmet needs of Encinitas?

The EIR, page S-2, point 2 of the Project Objectives, states to "maximizes the number and use of athletic fields that help to offset the unmet needs of Encinitas while preserving other desired features of the park site." How are the needs of Encinitas not being met currently? Where is the supporting documentation which speaks to this? How does making the park available to sports tournaments and the associated noise, lighting, and traffic help meet the needs of Encinitas?

C8-6

C8-6

The project objective refers to the unmet athletic field needs in the city. The City's unmet park needs are documented in the Park Facilities Needs Assessment, which was developed in support of the City's Recreational Element through the Recreational Element Technical Report (December 15, 1987). This study is a public document. Additionally, Section 2.4 of the Final EIR has been revised to provide more information related to the City's unmet park needs.

In summary, I am in full support of a community park which operates during daylight hours, i.e., no lighting, other than for

C8-7

security. I am in full support of a community park that reduces the noise and traffic impact far above and beyond the minimalistic approach in the EIR.

C8-7

C8-7

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. See response to comment #C8-3.

Thank you for your consideration.

Sincerely,

Rod Anderson
348 Bach Street

March 1, 2007

Scott Vurbef
City of Encinitas, Planning Dept.
505 S. Vulcan Avenue
Encinitas, CA 92024

RE: Hall Property EIR

Dear Mr. Vurbef,

I am a local optometrist and live in Encinitas, a few blocks from the proposed Hall property park. While there are several issues I personally have with the design of the park, the area I would like to address concerns my area of expertise- lighting and glare.

C9-1

The plan for this property calls for light poles 90 feet high to illuminate soccer and baseball fields. While there will likely be light "trespass" into the local community, there will also be glare onto a more significant area- the southbound freeway on-ramp at Santa Fe Drive. Despite what the Environmental Impact Report (EIR) indicates for controls, cars merging onto the freeway at this on-ramp will be subjected to direct glare from lighting standards of that height. This will directly interfere with their ability to see merging cars on the freeway. At night, this glare will cross the barrier from discomfort glare to disability glare. The lights from the headlights and the lights from the soccer field will create an extremely dangerous situation for adequate driving safety.

C9-2

I have attached documents that show how the light poles will be in the direct viewing angle for motorists using the southbound Santa Fe Drive entry ramp. The type of louver indicated in the EIR will NOT be adequate to reduce glare at this viewpoint. While the EIR claims that the lights will be higher in the visual field to not affect vision, the ramp elevation increases as it approaches the freeway level. This effectively lowers the light pole effectiveness by approximately one-half. Therefore, it WILL create a visual distraction to motorists.

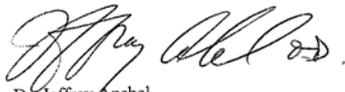
During your public comment meeting, I found it interesting that Mr. Chapo used analogies of large city parks (New York, Vancouver, and San Diego) to compare with this proposed park. These city parks have separate areas for athletics and do not impose themselves on the local community like this one will.

C9-3

I urge you to reconsider using this method of lighting this park (which, at this point, is optional) or eliminating the athletic fields altogether (which is Option 4 of the EIR). The lower lighting poles that will illuminate the walkways and other features of the park can provide adequate lighting without the visual distraction to motorists. This will also create a more pleasant community park experience for the neighborhood.

C9-4

Thank you for your consideration.



Dr. Jeffrey Anshel
Optometrist

C9-1

The commentor expresses concern regarding the impacts of the project and cites issues related to light and glare. The constituent is claiming personal expertise in lighting and glare with respect to his professional training as an Optometrist. It may be assumed he does have limited professional knowledge of lighting and glare, but he is not an Illuminating Engineer and thus his comments should be regarded as personal interest and not expert testimony. There is no specific comment on the EIR analysis provided here and the commentor's concerns are detailed in subsequent comments.

C9-2

Because of the speed at which drivers are traveling, the dynamic viewpoint (time/distance factor) and the line of sight of the road, incidents of disability glare are not anticipated from the southbound freeway on-ramp at Santa Fe Drive. However, as discussed in the EIR, because the exact performance and directional adjustment of each of the lights cannot be determined with certainty at this juncture, the proposed project would result in a potentially significant impact related to light and glare. The EIR includes mitigation measures that include adjustments to park lighting to address potential light and glare impacts. Additionally, the EIR provides a variety of mitigation measures to ensure that light and glare impacts are reduced to less-than-significant levels. Included in the Final EIR is an additional option that the City could utilize to ensure that the light and glare performance standards specified in Mitigation Measure Visual-1 are met (see Mitigation Measure Visual-1 e). A 3-D model could be utilized to determine exact lighting and glare levels of the proposed project and would be utilized to identify the best method to address the impact.

Should the proposed project result in a perceived glare impact at the southbound Santa Fe Drive freeway on-ramp, the 3-D model could be used to provide the adjustments necessary to reduce the impact to less-than-significant levels. An alternative to the 3D model would be to conduct a mock-up of the proposed fixtures on the project site. A mock-up is a temporary installation of a limited number of fixtures. This would allow the City to view any potential conflicts prior to a full installation. The proposed manufacturer of the sports lighting equipment has mobile equipment that could be utilized for this mock-up.

Please note, there is no louver specified for the sports lighting within the EIR or lighting analysis as mentioned in the comment letter. This device is an eyebrow, visor or hood to provide shielding from the neighborhoods. The EIR refers to it as both a snoot and visor shield. A snoot is generally considered a 360° device that also shields the lower aperture of the fixture. A louver is a different optical control device not specified within the EIR or appendices.

C9-3

The commentor refers to a statement made by Planning Commissioner Chapo at the public workshop. There is no comment on the analysis in the EIR and no response is necessary.

C9-4

The comment does not address the adequacy of the EIR, therefore, no response is necessary. Please also see Response #C9-2, regarding potential glare impacts to motorists.

2 Project Description

The ultimate configuration of the Mackinnon Avenue bridge would not affect the proposed park project or the elimination of through access on Mackinnon Avenue.

Pedestrian Access

A total of three pedestrian access points are planned for the proposed park. Two access points dedicated to pedestrian use would be located along the western boundary of the property. A park entry sign and a pedestrian pathway would greet pedestrians entering the park from the northwest corner, near the teen center. The second pedestrian entry would be located near the amphitheatre. This entrance was anticipated during the Cardiff Glen residential development to the west of the park and sidewalks leading up to this entrance already exist. A third pedestrian entry point to the southern portion of the site would be located along Mackinnon Avenue. The existing bridge has a sidewalk that would be extended into the park. All of the pedestrian entries would link to the trail system within the park.

To ensure pedestrian safety in the vicinity of the pedestrian access points, the City would implement modifications to the circulation system, including appropriate stop controls and crosswalk facilities. Specifically, the Traffic Impact Analysis (Appendix B) recommends an all-way stop control at the Mackinnon Avenue park access, dedicated eastbound (outbound) left- and west-bound right-turn lanes at the Mackinnon Avenue park access, a sidewalk on the north side of the Mackinnon Avenue park access driveway, and an all-way stop control at the Villa Cardiff Drive/Mackinnon Avenue Extension intersection.

C9-5

C9-5

The comment does not address the adequacy of the EIR, therefore, no response is necessary. The attached document is a reproduction of page 2-16 of the Draft EIR. No comment or mark-up of the page is provided to clarify the comment.

2.5.12 Park Lighting

To address the environmental implications of lighting the athletic fields at the Hall Property Community Park, athletic field lighting is being considered and analyzed in this EIR. However, the City has not formally decided whether the athletic fields would be lit. If athletic field lighting were to be provided as proposed, lighting standards up to 90 feet tall would be provided in specific locations within the park. The design of the athletic field lighting has been developed by Musco Sports Lighting. The location and specifications of the athletic field lights considered in this EIR are provided in Figure 2-7. If athletic field lighting were provided, play could be scheduled to serve organized resident sports leagues and other events through the evening hours, until 10:00 PM. To address the potential athletic field lighting, this EIR considers the possibility of lighting 7 days a week, until 10:00 PM.

In addition to the potential lighting of the athletic fields, the park would include lights throughout the facility for safety and security. General park lighting would be located on buildings, along trails, within the dog park, and within the parking lots. The lighting design for these park areas has been

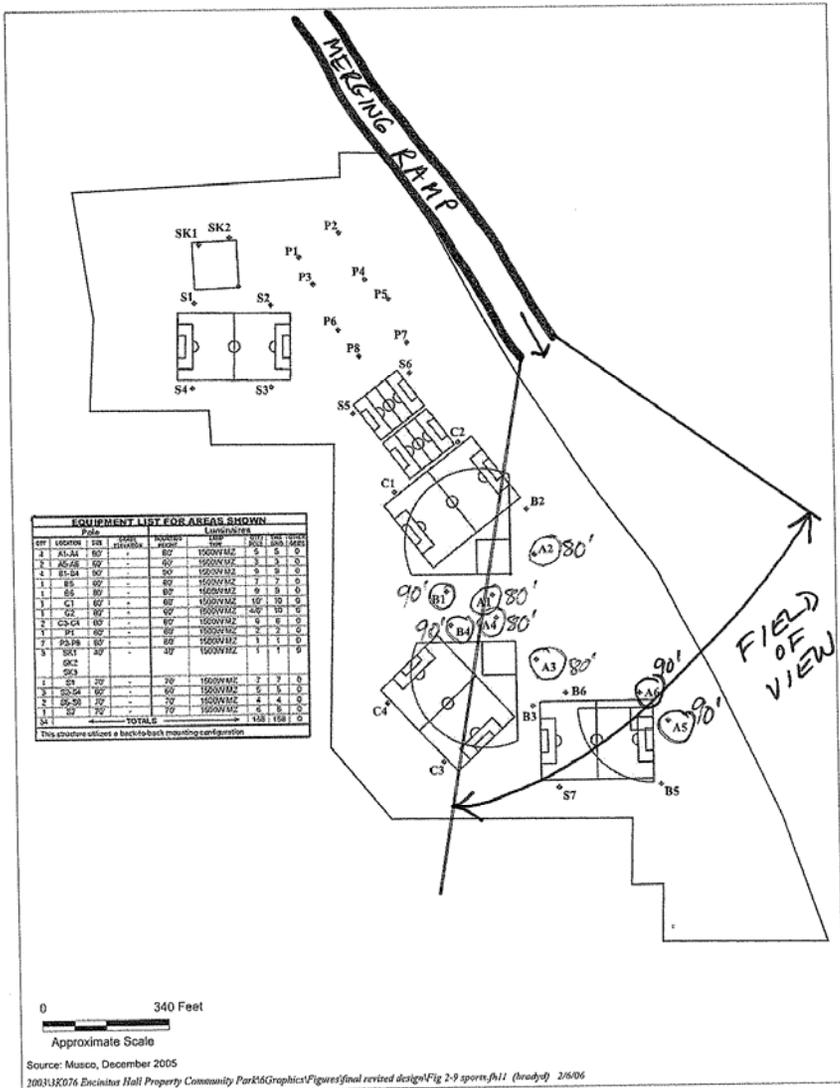


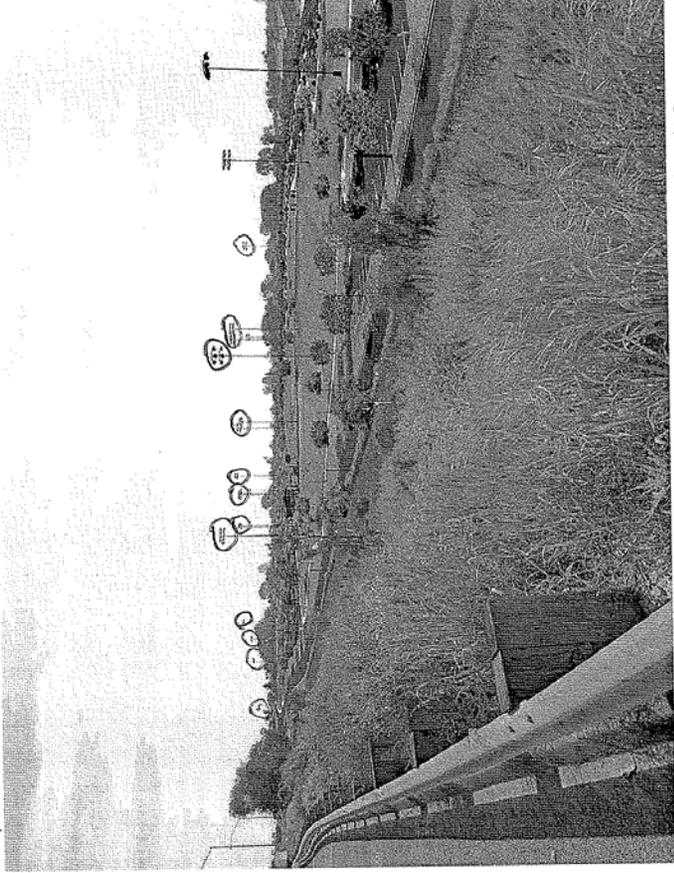
Figure 2-7
Athletic Field Lighting Plan

C9-6

C9-6

The attached diagram referred to in Comment #C9-2 incorrectly identifies the pole heights for the A6 and B5 pole locations. Pole location A6 is noted at 90' when it is 60'. Pole B5 is 80', not the 90' noted on the attachment. The 90' poles are B1-B4 poles on the larger baseball/soccer fields. Poles locations A1-A4 are 80' high. Poles A3, A4, B3 and B4 are aimed toward the southwest corner of the property, away from the freeway on-ramp. Please also refer to Response #C9-2, above.

CIRCLED LUMINAIRES PRESENT SOURCES OF GLARE



Visual simulation of the proposed project from Santa Fe Drive on-ramp to southbound I-5.

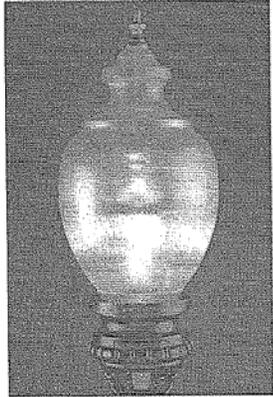
Figure 3.5-6

Key View Location 1 – Proposed Project

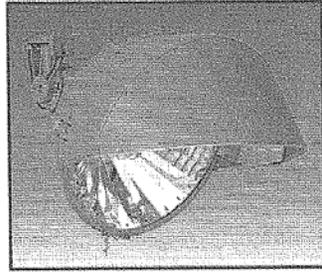
C9-7

C9-7

The attached figure is used to illustrate the concern related to potential glare impacts from the southbound Santa Fe Drive on-ramp. This comment is addressed in Response #C9-2, above.

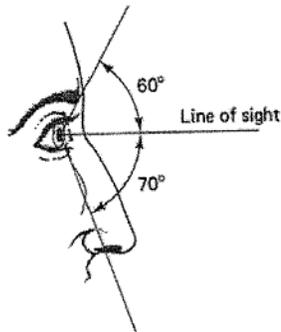


King Luminaire



Musco Lighting

WHAT ABOUT
HORIZONTAL?
(FOR DRIVERS)



Vertical Limits of the Field of View

Source: Francis Krahe & Associates 2005
2003\3K076 Eschilus Hall Property Community Park\6Graphics\Figures\final revised design\Fig 3.5-12 lighting.plt (bradyd) 2/6/06

Figure 3.5-11
Lighting Information

C9-8

C9-8

Horizontal field of view is generally considered to be 160 to 180° from line of sight. The commentor has asked the question of horizontal field of view with regard to automotive headlights. In this case, the lighting is not directly in the horizontal plane such as is the case in automotive conditions, so vertical field of view is more appropriate to consider. The lighting is mounted at a higher angle than normal to the viewer. Normal refers to an angle that is directly in the line of sight to the observer. In other words, someone has to tilt their head to see into the fixture, therefore the vertical angle is the basis for calculating potential glare. There is no doubt that the developed project will be visible from multiple viewpoints.

3.5 Aesthetics and Lighting

The fixture for the Musco Green Generation lighting is shown in Figure 3.5-11. The athletic field lighting would contribute more of a luminous effect on the project site than the pedestrian and parking lighting due to the necessary scale and lamp wattage intensity. Strategic placement of the poles in relation to the sports activity is key to the proper lighting of the project site in relation to the neighboring properties. Pole heights would range from 40 feet (skate park lights) to 90 feet (baseball lights). The lamp sources vary in multiple combinations based on the luminance level requirements of the various planned athletic field activities. The athletic light fixtures contain external partial snoots (shielding reflectors) to provide shielding and glare control, which decreases the visibility of these high brightness lamps. The reflector and visor system reduce light spill by 50 percent. The luminaire shielding and cutoff optics comply with dark sky requirements. The tilt of the athletic field lighting is at an angle that reduces glare or visibility to excess contrast from the highly visible lamps against the dark sky background. Musco Green Generation luminaires would incorporate design methods to reduce potential light and glare impacts, including:

- Lighting design layout locates and aims luminaires towards the center of the property to reduce likely views into the luminaires.
- Luminaire aiming angle is lower than the recommended 21° below horizontal.
- Pole heights have been increased to avoid normal lines of sight. *- FROM SIDEWALK LEVEL ONLY.*
- Glare shields are used to prevent spill light and excessive views into luminaires.

The luminaires would be strategically located and aimed towards the targeted athletic fields with a visor shield. The athletic lighting adjacent to the eastern property line would be directed towards the main property to minimize viewing angle sightlines from the adjacent freeway. Athletic lights adjacent to the western site boundary would be directed easterly to minimize view from the neighboring properties. Each athletic field lighting pole would have a varying number of lamps, ranging from 3 to 9, each individually aimed.

The walkway and parking lot lighting design for the proposed park has taken into account the need to minimize light trespass and reduce glare. Factors in the containment of light within the proposed project include specific selection of luminaires, location, and mounting of the proposed lights. Lights from King Luminaire used in pedestrian and parking lot lighting include a side shield to minimize light trespass into nearby windows and illumination onto adjacent properties. For pathway lighting luminaires, the optical components are at the top and would produce an illuminated area in the immediate vicinity, thus minimizing light trespass. The smaller pole mounting of less than 20 feet and classification of this luminaire would provide a wide illuminance pattern with a sharp cutoff that would minimize light trespass and produce a smaller light contribution.

C9-9

C9-9

As discussed in the EIR, significant glare impacts are defined qualitatively as a luminance ratio of 30:1 or more (foreground of luminaires to background of dark sky). As such, the EIR is not concluding that glare would be eliminated, but that glare would be reduced below the significance threshold defined. The use of a snoot (visor shield) would reduce light spill into the atmosphere and limit viewing angles thereby reducing excess contrast.

NOT TOTALLY

C9-10

C9-10

It is assumed that this comment relates back to the concerns raised in Comment #C9-2, relative to pole height and concern over potential glare impacts to the southbound Santa Fe Road freeway on-ramp. This comment is addressed in Response #C9-2, above.

BUT NOT ENOUGH

C9-11

C9-11

It is assumed that this comment relates back to the concerns raised in Comment #C9-2, relative to pole height and concern over potential glare impacts to the southbound Santa Fe Road freeway on-ramp. This comment is addressed in Response #C9-2, above.

3.5 Aesthetics and Lighting

DOES NOT
TAKE RAMP
HEIGHT INTO
ACCOUNT

For potential athletic field lighting, the use of high-pressure sodium lamps within the fixtures would result in relatively small light-emitting elements that allow for good optical control. The narrow luminous intensity distribution of the Musco Green Generation lights would allow for the mounting of this pole fixture well above the athletic fields. The proposed light would be provided with special aiming and locking gear consisting of horizontal and vertical adjustments and geared tilt adjustment for each of the individual lights on the poles. The shielded lights adjacent to I-5 where direct glare would not be an issue would have high mounting poles and luminaires with a low aiming angle, thus resulting in better light distribution to the intended field area. The visor system of the floodlights would produce energy-efficient light on the field and minimal spill light. None of the lighting would be aimed at the property lines of the site. This lighting analysis found that while the lighting design would not create glare that would cause disability (i.e., reduction of the ability to see or identify objects), there may be locations where a pedestrian within the park or offsite may view directly onto the athletic field lighting, which could cause discomfort (FKA 2006a). This is known as "discomfort glare."

Based on calculations prepared by the lighting manufacturers and analysis in the lighting report (FKA 2006a) the lighting originating from the project would be limited to below 0.5 horizontal foot-candles at a distance of 25 feet beyond the property line within the majority of the project area as shown in Table 3.5-2.

Table 3.5-2. Potential Light Trespass

Property Line Location	King Luminaire Illuminance at Property Line	Musco Floodlight Illuminance at Property Line
Southwest Corner	0.4 fc	0.46 fc - 0.47 fc
Northwest Corner	0.5 fc	0.0 fc
25 Feet Beyond	0.0 fc	0.0 fc

fc = foot-candles

As described in more detail in the lighting analysis prepared for the Hall Property Community Park (Appendix G), the project has the potential to create a new source of substantial light. Although potential glare would not result in the reduction in the ability to see or identify objects, it could cause discomfort for the viewer (i.e., discomfort glare). In addition, the project has some potential to result in light trespass onto adjacent properties. Although this potential is minimal under the current lighting plan used for analysis in the EIR and below the significance criteria, there are areas in the northwest and southwest corners of the site where light could spill beyond the park property line. Because of the sensitive neighboring residential areas, any unmonitored lighting of the walkway, parking lot, and athletic fields may result in a significant impact (Impact Visual -1).

C9-12

C9-12

Please refer to Response #C9-2, above.

Scott Verbeff
Environmental Coordinator
505 South Vulcan Avenue
City of Encinitas, CA 92024

RE: Hall Property

Dear Scott:

I am a concerned citizen that lives in the area of the planned "community park".

There are two items I would like to address the first is "traffic" if Mackinnon is closed all the pressure will be on the Villa Cardiff, Mackinnon East streets, which of course will involve the whole East side of the park from Santa Fe to Birmingham and all the way back to Crest. These neighborhoods will be greatly affected, and would be required to carry the blunt of the traffic.

The other item, is keeping this a "community park", not a sport park for tournament, once tournament play is brought in the whole dynamics of the park changes. The fields will need lighting which will be on 90 foot poles, and I understand there will be approximately 20 of these. The park would be open from 5 AM until 10 PM week days, and possibly midnight on Friday and Saturday nights. If tournament play comes in then that affects the parking, there are only 419 parking spaces, and the EIR stated we needed at least 800. The list of the domino effect could go on and on.

I want a "community park", that will provide something for everyone.

Please consider what would happen to our community if Mackinnon is closed and if once tournament play is brought in, and the issues it will cause.

Sincerely,

Signature Brook Arstall

Address 1583 Villa Cardiff Dr.

Date 3/12/07

C10-1

C10-1

The commentor states that if Mackinnon is closed to through traffic that the traffic would be redirected so that the neighborhoods on the east side of the freeway would be affected by project traffic. The alternatives analysis in Section 7.1.1 of the EIR addresses a project alternative that would keep access to Mackinnon Avenue open to through traffic. This alternative would avoid significant traffic impacts on the intersections of Villa Cardiff Drive/Windsor Road and Villa Cardiff Drive/Birmingham Drive. In addition, this alternative would avoid significant traffic impacts on two street segments east of Interstate 5: Santa Fe Drive between Mackinnon Avenue and Windsor Road and Birmingham Drive between the Interstate 5 Northbound Ramps and Villa Cardiff Drive.

C10-2

C10-2

As noted in Section 2.5.8 of the EIR, the project is anticipated to accommodate special events on the athletic fields three to four times a year. See response to comment #C35-2.

C10-3

C10-3

See responses to comments #B2-16 and #B2-17.

March 7, 2007

Scott Vurbef
Planning and Building Department
City of Encinitas
505 Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbef,

The Hall Property EIR has failed to include the following street sections in our neighborhood. I would like you to extend the scope of the study to include the following streets:

Sheffield Avenue and Somerset Avenue, Bristol Ave

In addition to this, the access to the park is not clearly defined in the EIR and appears unsafe for pedestrians and bike access into the park. Clearly define the access and egress so that this park can be enjoyed safely.

Safety is also a concern because all of the streets adjacent to the planned park have poor pedestrian access, no sidewalks, no handicap access, and no bike lanes. Please amend the park plans by making safe biking and walking an option which will reduce traffic and increase enjoyment of our community park.

C11-1

C11-2

C11-3

Thank you,

 Gary C. Atwood 404 Bristol Cardiff Rd.

 Tilmann Oerndorf 427 BRISTOL AVE CARDIFF, CA 92007

 Bill McGarvey 453 Bristol Ave Cardiff CA 92007

 Liz Veghte 453 BRISTOL AVE CARDIFF CA 92007

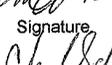
 John Shannon 1715 OXFORD AVE Cardiff 92007

 John J. Mapes 534 Sheffield Ave, Cardiff, CA 92007

 Stacy Davis 484 Sheffield Ave Cardiff CA 92007

 Giffin McCabe 415 Sheffield Ave

 Rocky Johnson 453 SHEFFIELD AVE

 CAROL MCCARB 445 Sheffield Ave, CA 92007

 Cheryl Schwabe 433 Sheffield

C11-1

See response to comment #C17-14.

C11-2

The commentor states that access to the park is not clearly defined in the EIR and that the access appears unsafe for pedestrians and bike access into the park. Figure 2-4 of the Draft EIR has been revised in this Final EIR to clearly portray the northern project access from Santa Fe Avenue. In addition, Section 2.5.11 describes this access. Larger plan views of the access design are available for public review at the Planning and Building Department. The vehicular access points for the project are located on public streets and would be designed to comply with traffic engineering standards to ensure that safe access is provided for pedestrians and bicyclists.

C11-3

The commentor states that safety is a concern because the streets adjacent to the planned park have poor pedestrian access and safety conditions, and because there are no bike lanes. See Response #C5-1 and #C6-1.

H. D. Aylsworth
317 Horizon Drive
Encinitas, CA 92024

March 8, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbef

Re: Hall Property Community Park Project

To Whom It May Concern:

As a concerned parent and tax-paying citizen of this fine, North County coastal locale, I feel compelled to perform my civic duty by respectfully submitting this letter to champion the cause of the above-referenced endeavor, as described by the CITY. In my humble opinion, Encinitas, with its ever-increasing, family-oriented population, is seriously in need of additional recreational facilities. I am confident that area residents will be most appreciative to have a safe environment for their children to engage in healthy activities. As you well know, the highly energetic youth of today have many physical, outdoor interests. It would be optimal if these kids could have the invaluable opportunity to pursue the various organized sports offered by regional, non-profit organizations, at a park erected right in their very own neighborhood. For this reason, I would like to strongly encourage the development of the subject multi-use sports fields. Furthermore, I, wholeheartedly, support the installation of permanent lighting fixtures to enhance and maximize the use of the said athletic event grounds. I am very much in favor of this sports complex being built in phases, preferably with construction commencing immediately.

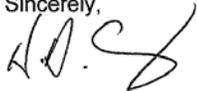
C12-1

C12-1

The commentor expresses support for the proposed project. No specific comments are provided on the environmental analysis within the EIR. This comment is noted for the record.

Thank you for your courtesy and careful consideration of the significant proponents presented herein.

Sincerely,



H. D. Aylsworth

H. D. Aylsworth
317 Horizon Drive
Encinitas, CA 92024

March 8, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

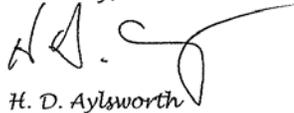
Attention: Planning Commission and City Council
Mr. Scott Vurbef

Re: Hall Property Community Park Project

To Whom It May Concern:

As residents of Encinitas, for many years, my family has observed a most disturbing trend ~ namely, the significant development of our community, in terms of housing, businesses, and traffic congestion, without proper provisions for outdoor, recreational facilities to accommodate the multitude of children in our neighborhoods. We would like to express our deep concerns in this regard, and offer our wholehearted support of the subject venture named above, as outlined by the CITY. Our kids desperately need, and deserve, a safe place to play, that is relatively close to home. Organized sports, on the whole, offer a wide variety of supervised activities for our children, and would give many parents tremendous peace of mind. The proposed, lighted, multi-use fields would be the ideal solution to a major problem which has been ignored for much too long a time. Please give this project your keen "stamp of approval", and begin building this complex as soon as possible. Thank you!

Sincerely,



H. D. Aylsworth

C13-1

C13-1

The commentor expresses support for the proposed project. No specific comments are provided on the environmental analysis within the EIR. This comment is noted for the record.

H. D. Aylsworth
317 Horizon Drive
Encinitas, CA 92024

March 8, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbeff

Re: Hall Property Community Park Project

To Whom It May Concern:

As Encinitas residents, my wife and I find it most distressing that our children do not have ample recreational facilities, in close proximity to our home, at their disposal. We recently learned of plans to construct a multi-purpose sports park, with lights, and would like to take this opportunity to voice our enthusiastic support of this worthwhile effort. To our knowledge no such amenities have been erected during the past decade, or more, and our community is in dire need of such a complex. The above-entitled venture would be "a dream come true" for many Encinitas families. Presently, we have to commute several miles in order for our kids to participate in organized sports activities. Carlsbad has been proactive in this regard, building one sports park after another, in fairly rapid succession. We would like to see Encinitas follow suit by providing much-needed community services for our youth. Please take this very important matter to heart. We look forward to a timely, favorable result.

C14-1

C14-1

The commentor expresses support for the proposed project. No specific comments are provided on the environmental analysis within the EIR. This comment is noted for the record.

Sincerely,



H. D. Aylsworth

Scott Vurbef
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbef@ci.encinitas.ca.us

March 6, 2007

Re: Scope of Hall Property EIR

The Traffic and Circulation component (Section 3.2) of the EIR for the Hall property park is deficient in the following areas with regards to Santa Fe Drive:

1. The EIR does not include any traffic information for the sections of Santa Fe Drive east of Windsor. I'd like to request that the impact of the additional traffic along Santa Fe Drive in its entirety be included in the EIR. Specifically:

C15-1

A. Impact of construction and park traffic on weekday evening rush hour (4-6 PM) traffic, which is projected to be the peak use time for organized sports.

C15-2

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsigned side streets, such as Crest Drive

C15-3

C. Impact of increased vehicular traffic on pedestrian and bicyclist safety. Santa Fe Dr. is a component of both the city wide trails and bicycle paths system, and there is no consideration of that usage and the impact of increased traffic on pedestrians and cyclists in the EIR.

C15-4

C15-1 through C15-9

See responses to comments #C3-1 through #C3-9.

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic:

A. This will not mitigate westbound traffic on Santa Fe Drive

C15-5

B. It's not clear that this would mitigate eastbound Santa Fe Traffic, since the majority of the traffic will continue on to El Camino Real

3. Cumulative impact of additional Scripps Hospital traffic and Hall Property park traffic is not clearly defined, and not studied for the entire length of Santa Fe Drive

C15-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)?

C15-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

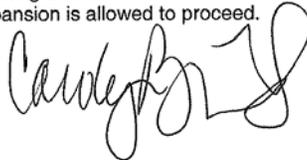
C15-8

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

C15-9

Thanks for your consideration.

1379 Crest Dr.
Encinitas, CA 92024



Kelly and Billy Baggins
1918 Shady Acre Circle
Encinitas, CA 92024

March 7, 2007

Mr. Scott Vurbeff
Environmental Coordinator
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Re: The Hall Park Draft Environmental Impact Review

Dear Mr. Vurbeff and Council Members:

What you have presented as a community park, is NOT a community park – it is a sports center - larger than the YMCA! We oppose your plan for the Hall Property Park. If you adhere to the General Plan that spells out clearly what we want Encinitas to be/become, you will not allow this park to be built as proposed.

C16-1

We believe the Draft EIR grossly underestimated what a “maximum event” would be at this site. The DEIR assumes a soccer tournament, but, in fact, it would be a soccer tournament combined with ordinary typical use of the ball fields and other amenities at the park.

C16-2

It also assumes trip generation for a maximum weekend event that everyone would come and leave at the same time. This is not always the case. When you have an interval between games, many families leave and grab lunch, run another child elsewhere, etc.. and return, therefore, this assumption is incorrect. The amount of traffic generated by a “maximum event” on this site, would actually increase the trip generation significantly. Residential street impacts must be evaluated, taking this into consideration.

C16-3

The traffic that will be generated by this and other proposed projects in the area is too much.

I don't believe the DEIR studied all of the necessary streets in the surrounding area. Why were Rubenstein and Summit not included? Or any of the other streets on the north side of Santa Fe? There will be significant traffic created by non-park travelers taking side streets to avoid the traffic created by a park this size. Residential streets should be studied all the way to El Camino Real.

C16-4

I live in Village Park and travel on Santa Fe often to get to the beach. This project will not only impact the adjacent neighborhoods, but all citizens who travel this route. People will park anywhere they are able. The surrounding neighborhoods will have to deal with traffic on their streets, trash left by visitors to the park and who knows who coming into their neighborhood.

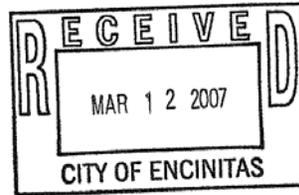
The lighting is unbelievable. Who, in their right mind, would want 90' light poles in their backyard?

C16-5

We have the Pacific Ocean as the largest park one could ask for. With the ocean we already support many outside visitors to our community.

C16-6

Again, **we oppose the proposed park**. We want a community park. This plan will not work!!!



C16-1

The commentor expresses opposition to the proposed project. No specific comments are provided on the environmental analysis within the EIR. This comment is noted for the record.

C16-2

See response to comment #B2-16 for secondary traffic effects related to special event activities that may occur in conjunction with other normal park uses. Regarding the 'maximum event' at the site, please refer to Responses #B4-3 and #B4-4. As noted in Section 2.5.8 of the EIR, the project would accommodate special events on the athletic fields no more than three to four times a year.

C16-3

The commentor believes that the special event trip generation rates used for the EIR are based upon park users arriving and leaving the project site at the same time. The special event analysis provided in Section 3.2.3 of the EIR estimates that there would be up to 3,000 users of the park on the peak special event days, which is a conservative assumption. This estimate would take into account the fluctuations that may occur as noted by the commentor. In addition, the 150 inbound and 150 outbound trips assumed during special event peak hours would also account for the minor fluctuations in travel patterns noted by the commentor. Furthermore, the mitigation measure provided in the EIR provides for the individual analysis of special events to ensure that appropriate event-specific traffic management plan measures are put in place to address traffic and parking. As indicated in Mitigation Measure Traffic-7, the EIR acknowledges that special events traffic would result in significant impacts that are both mitigable and unmitigable. For these reasons, the special events traffic and parking analysis contained in the EIR provides reasonable assumptions for the traffic and parking impacts associated with these unusual circumstances. Please also refer to Responses #B4-3, #B4-4, and #B4-5.

Regarding residential street impacts please refer to Response #C103-1.

C16-4

See response to comments #C17-14 and #C103-1.

C16-5

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance.

C16-6

The commentor concludes by expressing opposition to the project as currently proposed. No specific comments are provided on the environmental analysis contained within the EIR; therefore, no response is necessary.

We elected you to represent us. We expect nothing but that.

Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kelly and Billy Baggins".

Kelly and Billy Baggins

Cc: Encinitas City Council Members

March 9, 2007

Scott Vurbuff/Environmental Coordinator
City of Encinitas
505 S Vulcan Ave
Encinitas, CA 92024

Dear Mr. Vurbuff;

I live on the southern border on the Hall property on Somerset Ave and have serious concerns about the proposed park with respect to the Draft EIR. The sheer volume of the park and, environmental impact to the community will devastate and forever change the character of the community in it's current plan. Therefore, the following environmental issues need to be addressed within the EIR.

Park Definition

I participated in the Saturday morning Community park input session held years ago. At that time, there was not one plan that even looked anything like the current proposed park plan we see now. That said, the following issues are outstanding:

1. The Summary (page s4) indicates that the park will be used for organized *resident* sport leagues & other events. This is believed to be purposely misleading as the document states "THE PROPOSED PROJECT IS DESIGNATED AS A SPECIAL USE PARK." Special Use Parks are defined as parks that are developed for a specific type of use, rather than a broader range of multiple park and open space uses. The draft EIR incorrectly refers to the HALL PROPERTY COMMUNITY PARK on the cover of the document and therefore, is completely inaccurate.
2. The special use for this property has clearly been designed for regional tournament soccer competitions, with the site plan indicating five (5)

C17-1

The commentor introduces the letter by providing information regarding their location in proximity to the proposed project. The commentor expresses concern regarding the environmental impacts of the project and these concerns are detailed in subsequent comments. No specific comments are provided on the environmental analysis within the EIR and no response is necessary.

C17-2

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the City's public workshop park planning process. This comment does not include any specific remarks on the environmental analysis within the EIR. The purpose of the EIR is to analyze the project as currently proposed. The EIR does not consider or analyze the process by which the design was developed.

C17-3

As discussed in Section 3.1, Land Use and Planning, the Recreation Element of the General Plan designates the project site as a Special Use Park. The comment correctly defines a Special Use Park. The definition further states that a Special Use Park can provide many of the same facilities as a community park. The Recreational Element further states that a Special Use Park which provides major facilities usually found at community parks, will be considered as community park acreage because they provide facilities serving the entire City or major portions of the City. Although the proposed project is consistent with the description of a community park as defined by the Recreational Element, it exceeds the City's acreage standards for a community park (10-20 acres). Because this standard would be exceeded, the proposed project is designated as a Special Use Park in the City's Land Use Element. The title of the EIR includes community park because the uses associated with the proposed project (athletic fields, community center, aquatic center, etc.) are those uses typically associated with the City's definition of a community park. The Special Use Park designation is a land use as defined in the City's Land Use Element that allows the proposed uses of the project.

C17-4

As discussed in the EIR, the proposed project could host 'special events' such as soccer tournaments or events that run until midnight on Friday or Saturday nights. However, special events at the athletic fields would end by 10:00 PM because the athletic field lighting would be shut off at 10:00 PM. As further discussed in the EIR, special events such as described in the comment letter would be required to apply for and receive a special events operation permit. Special events would only be approved if they did not conflict with other activities and if special conditions for event planning were addressed (traffic management, parking). It is anticipated that the frequency of special events would be an average of approximately one event per month at the teen center, and one event per month at the amphitheatre. Special events at the athletic fields are anticipated to occur three to four times per year.

Regarding lighting, during special events park lighting at the amphitheatre and teen center would remain on until the end of the event. However, as discussed in Section 3.5 of the EIR, lighting levels associated with these facilities would not result in significant light impacts with the implementation of the proposed mitigation measures. Athletic field lighting would not remain on past the 10:00 PM time limit for any event. Lastly, there is no direct correlation between athletic field lighting and 'weekend regional competition' provided.

C17-1

C17-2

C17-3

C17-4

full-size soccer fields, which could be divided by 2 for greater fields, plus two half-size soccer fields. There could be up to 10 fields with sports use at any one time, not counting basketball and skateboarding and whatever else is occurring. The installation of lights indicates plans for late night and weekend regional competition.

C17-4

3. The proposed 'SPECIAL USE PARK' plan would violate the policies and procedures of the City of Encinitas as follows:

a. City of Encinitas Parks and Recreation Department Policy and Procedures Manual states under "Athletic Field Allocation Priority" for the purpose of determining the priority use of City athletic fields, by youth sports groups or organizations for field scheduling, all listed standards must be met within Priorities I through III. The following priorities and standards are established.

i. PRIORITY I — Resident, Recreational, Primary Season, Local League Play, Current User, Historical Use/Lease.

ii. PRIORITY II — Resident, Recreational, Secondary Season, Local League Play, Current User, Historical Use/Lease.

iii. PRIORITY III — Resident, Recreational, Primary Season, Local League Play, New Programs.

Only in the 4th, 5th and 6th priorities are regional/league play and hosted tournaments allowed. These regulations were adopted for a reason and should be rigidly followed. Further, ITEM E under GENERAL CRITERIA states: "Priority use does not imply that any particular group may MONOPOLIZE an athletic field for their sole use."

C17-5

C17-5

The comment addresses the City of Encinitas Park and Recreation Department Policy related to Athletic Field Allocation Priority. The EIR is provided to analyze the potential environmental effects associated with the development of the proposed project. Once operational, it is the responsibility of the City of Encinitas to ensure compliance with its stated goals, policies, and regulations. There is no indication that the City's Park and Recreation Department would not comply with the Athletic Field Allocation Priority Policy. Please also refer to Response #C17-4, above.

- Under project alternatives, *less intense alternative*, why did the EIR pick a park design that striped away everything (see section 7) so that the project would not meet the stated objectives? The EIR could have analyzed a similar park with only 2-3 playing fields instead of 5 & no lights. This would have been the environmentally

C17-6

C17-6

Section 7 of the EIR includes an analysis of seven alternatives. The alternative referenced by the commentor is the Reduced Intensity Alternative. This alternative includes an analysis of three athletic fields on the site and the elimination of athletic field lighting as suggested by the commentor. Regarding the unmet park facilities needs, the City's unmet park needs are documented in the Park Facilities Needs Assessment, which was developed in support of the City's Recreational Element through the Recreational Element Technical Report (December 15, 1987). This study is a public document.

C17-7

A full parking analysis is provided in Section 15.0 of the traffic study. Detailed parking counts were conducted at three parks, Poway Community Park, Poinsettia Community Park, and Kearny Mesa Community Park, by LLG in August 2004. Given that the demand for parking at the various parks is greater on weekend days, two Saturdays and one weekday were counted. Table A below shows the average and peak parking demand rates at each of the three parks for two Saturdays and one weekday. The average parking rate, calculated by averaging the parking demand over an approximately five hour period, was 4 parking spaces per acre on Saturday and 3 parking spaces per acre during the week. The peak-parking rate, calculated by averaging the highest number of parking spaces demanded in the five-hour period, was 6 spaces on Saturday and 4 spaces during the week. It was therefore recommended that a rate of 6 spaces per acre be used.

C17-6

superior alternative in that it would reduce impacts meet the project objectives including providing the room to add a buffer along the north side, which is a stated objective. There is no basis to make a determination that a 2-3 field park would not fulfill the unmet needs of the city. This determination of unmet needs has never been established. The City refused to do a study to determine this need. The EIR itself supports the contention that five fields are for regional requirements not to meet the city of Encinitas's needs. The EIR must objectively evaluate alternatives & not use circular logic to dismiss everything but the proposed park.

Traffic

- The report does not address the community impact for parking overflow, which would easily be subject to Somerset, Glasgow, Mackinnon and Warwick Ave. If the Encinitas community knows they can access the park from the community streets, how do you prevent people from driving and/or parking in the community in an urgent rush. Any traffic that is felt will cause a direct overflow into the community. Based on the volume of the park and sports fields with night use, the traffic mitigation is flawed just by looking at the volumes of teams who could play at any time.
- The Report does not address the cumulative effects of the traffic mitigation proposed for Mackinnon bridge, or spillover into the southern community streets that border the community. Once a shortcut to a park is known, it is never forgotten. How will the City prevent parking from the Encinitas community when the park volume of events is more than that what the proposed parking can handle? There is no adequate plan or timeline for traffic, the impact of what the proposed bridge does to traffic in the South of the bordering property. We already have stragglers coming down Somerset to view the open property and, this will get even worse once developed.

C17-7

TABLE A
PARKING DEMAND RATE

Park Facility	Parking Space Supply	Average Rate ^a		Peak Rate ^a	
		Saturday	Weekday	Saturday	Weekday
Poway Community Park (25 acres)					
Day 1	23	7	6	10	8
Day 2	2	4	-	9	-
Poinsettia Community Park (42 acres)					
Day 1	26	2	1	3	4
Day 2	3	3	-	5	-
Kearny Mesa Community Park (70 acres)					
Day 1	33	5	3	5	4
Day 2	5	3	-	4	-
Average Rate		4	3	6	4

Footnotes:

a. Rates are parking spaces per acre.

Using the above calculated rate of 6 parking spaces per acre, the park was determined to require 258 parking spaces. The project proposes to provide 419 parking spaces in approximately five parking lots throughout the park. It was therefore concluded that the number of parking spaces provided by the project was adequate.

C17-8

C17-8

A complete parking analysis was prepared for the project and the results are contained in Section 15.0 of the traffic study and summarized in response C17-7. The conclusion was that adequate parking would be available on-site on a daily basis.

C17-8 (continued)

The EIR acknowledges that during special events at the park, such as large soccer tournaments, it is possible that adequate parking within the park may not be available to accommodate all vehicles. The lack of parking availability within the park during large special events may result in spectators searching for parking offsite, which may result in significant secondary traffic impacts at intersections having unacceptable midday operating conditions.

To address traffic impacts, Mitigation Measure Traffic-7 was recommended that would require the preparation of a Traffic Management Plan for special events. If necessary, based on the size and timing of the event, the traffic management plan could include, but are not limited to measures such as the use of cones, flagmen to direct traffic, involvement of the Sheriff's Department to direct traffic, or management through event timing restrictions. In addition, Mitigation Measure Traffic-7 would require the event applicant to establish off-site parking areas in existing parking lots to which visitors would be directed and provide a shuttle to the project site, if necessary based on the size and timing of the event. Mitigation Measure Traffic-8 is also included in the Draft EIR to address secondary impacts related to parking by requiring a shuttle service be provided if an event is anticipated to exceed onsite parking capacity. Two potential shuttle locations include the park and ride located at the corner of Villa Cardiff and Birmingham Drive and the student parking lots at San Dieguito Academy on Santa Fe Drive. These two sites are located within a 5-minute drive of the project. Another option could be Encinitas City Hall and other nearby sites may also be available as options. Should off-site parking be required, the applicant would need to ensure that off-site parking is available and coordinate the necessary approvals to park at off-site locations prior to the approval of the Special Events Permit. In addition, Mitigation Measure Traffic-8 in the Final EIR that addresses secondary traffic impacts has been expanded to include a requirement for the City to ensure a traffic and parking consultant monitors the first large special event at the park to assess the situation and provide a report to the City. The report would include a description of traffic and parking operations resulting from the special event and specific additional recommendations and solutions if the situation was found to be adverse.

- The EIR Lists a bridge coming from Mackinnon road. Surely, you cannot access the park during development from only the northern section during development. When will this be completed?

C17-9

C17-9

The commentor notes that the EIR lists a bridge coming from Mackinnon Avenue. The bridge noted by the commentor and described in the EIR already exists. No additional bridge construction is necessary for access to the park from Mackinnon Avenue. Construction of the southern access from Mackinnon Avenue would occur prior to operation of the park.

- On Santa Fe, currently there is cuing in the left turn lane for two to three cars. At peak use there probably needs to be cuing for 10-14 cars if not more. During normal usage probably 6-8 is required. There is no room to expand the left turn lane with out removing cuing spaces from the left turn lane into the hospital. If the turn lane overflows, it will block traffic, cause delays, & cause blockages at the hospital/Santa Fe intersection. This condition needs to be studied & if it is not a feasible mitigation measure, it should be deleted from the report.

C17-10

C17-10

The commentor does not state to which specific intersection along Santa Fe Drive he/she is referring. It appears based on the mention of the hospital that the comment is referring to the Santa Fe Drive/Alley intersection. This intersection is currently unsignalized. A significant impact was calculated at this intersection and the mitigation measure was revised to provide right-in, right-out, and left-in movements only and the installation of a stop sign for northbound movements. This mitigation will result in acceptable operations under all traffic conditions, which would address the concerns noted by the commentor.

- The EIR also lists a round about as a possible mitigation measure to solve the access issues at the hospital / shopping center & northern park access. The report should eliminate this option for mitigation or explain how this option could feasibly be implemented. The current shopping center/hospital intersection is located approximately 250' east of the alley access. It would require an elongated round about of 350' to 400'. There is not sufficient room to provide such a device nor is it clear if a round about could sufficiently handle the traffic volumes. If the plan is to realign the Hospital & Shopping center entrances to make a round about feasible, this mitigation measure should not be considered until both the Hospital & Shopping center have consented to this realignment.

C17-11

C17-11

The traffic mitigation measure for the Santa Fe Drive/Alley intersection has been revised. Please refer to Response #C17-10.

- The Analysis for traffic under Tournaments & Special Events is flawed. It assumes 1,500 cars will access the site with one trip in & one trip out for a total of 3,000 average daily trips. This vastly understates the traffic load. Most people who attend these events come & go. They go out to lunch, they go to get ice & drinks for their coolers, they drop their kids off & then pick them up. The

C17-12

C17-12

The EIR assumed 3,000 people would visit the park on a peak day for the purpose of the special event analysis. This assumed amount will exceed the attendance on virtually every other day of the year. While the analysis did not assume that people would come and go from the park during the course of the day, the number of people leaving the park multiple times during the day is not expected to be high. In addition, a key assumption in the special event analysis to convert the number of visitors to vehicle trips was the vehicle occupancy rate (VOR, i.e., people per car). A VOR of only 2.0 was assumed when the anticipated VOR will likely be higher due to carpooling for special events. This low VOR assumption essentially results in a factor of safety already built into the analysis.

In addition, another very conservative assumption is that no visitors use a shuttle to reach the park. A shuttle could be provided during special events as specified in Mitigation Measure Traffic-7.

It should also be noted that it is standard practice in traffic engineering to not analyze and mitigate for the absolute worst-case day of the year. Rather, a typical peak day is analyzed. A 3,000 ADT trip generation for the park represents this typical peak day.

In addition, special events at the park would be atypical and special permits will be required. The EIR project description states that special events would be scheduled at the park through the Parks and Recreation Department. Special events could include programs or other indoor activities that would run until 12:00 midnight on Friday or Saturday nights. Any special event would require a special events operation permit. Special events would only be approved by the Parks and Recreation Department if they did not conflict with other activities and if special conditions for event planning were addressed. It is anticipated that the frequency of special events would be an average of approximately one event per month at the teen center, and one event per month at the amphitheatre. Special events at the athletic fields are anticipated to occur three to four times a year.

average considered should be at *least* 4 trips per vehicle for a total of 6,000 average daily trips. The impacts of at least 6,000 ADT must be figured in the EIR during Tournaments & Special Events.

C17-12

C17-13

Based on research at other park facilities, typical tournament hours are from 9:00 AM to 10:00 PM with people and officials beginning to arrive at 8:00 AM. Therefore, the overall tournament traffic occurs over a 14-hour period which correlates to an average of 7% (210 vehicles) of traffic arriving/departing per hour. This amount was increased by over 40% to assume 10% during one hour of the day. Traffic is much more spread out during a tournament day as compared to a non-tournament day. In addition, a shuttle could be provided during the day of a tournament, further decreasing traffic.

C17-13

C17-14

A thorough process was undertaken at the beginning of the traffic study preparation to determine the proper study area to include in the analysis. Traffic analysis study areas are generally comprised of those locations that have the greatest potential to experience significant traffic impacts due to a proposed project, as defined by the Lead Agency. In the traffic engineering practice, traffic analysis study areas generally include those intersections, street segments and freeway segments that are:

- Immediately adjacent or in close proximity to the project site;
- In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
- In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements.

In review of the traffic analysis study area shown in Figure 3-1 of the traffic study the intersections and street segments selected for analysis are consistent with the criteria noted above. Although not every intersection has been selected for analysis along every roadway (as this number could be extremely large and yield little additional helpful information), analysis locations were selected so as to identify potential project impacts on a corridor level basis.

C17-14

C17-15

The study area includes those locations immediately adjacent to the site, key intersections in the project vicinity and those locations with a relatively higher percentage of project-related turning movements. Therefore, the traffic analysis study area used in the EIR is sufficiently comprehensive to identify and represent the potential significant traffic impacts related to the project as it also includes locations along major access corridors.

The locations selected for analysis were based on the above criteria, the project land use and corresponding arrival and departure peak hour vehicle trip generation. A total of 17 intersections and 11 segments were included in the analysis.

The roadways which were requested to be analyzed in the comment are minor residential roadways which project traffic will not utilize on a regular basis. It is true that project traffic may utilize these streets if looking for parking during a special event. However this would only occur on rare occasions during weekend special events. The amount of traffic using these residential streets will not be high or frequent and therefore, no vehicular, pedestrian, or safety impacts would be created.

- The peak analysis for traffic under Tournaments & Special Events is flawed. It figures 300 trips during the peak afternoon hour. This is vastly understated. The EIR indicates 380 trips per hour during a typical Saturday afternoon. How can a Tournament that draws 3,000 people produce less peak hour traffic than a typical Saturday Afternoon? The EIR needs to re-evaluate peak traffic & its impacts for tournaments.

- In summary, the EIR does not address traffic & parking impacts on all of the side streets surrounding the park. The report must address these streets on both the east & west sides of I-5. At a minimum the following streets should be studied: Rubenstein, Devonshire, Warwick, Sheffield, Caretta Way, Starlight, Bach, Vivaldi, Sommerset, Glasgow, Ocean Crest, Cathy, Kings Cross, & Munevar. The idea that shuttles will mitigate the traffic problem when overflow parking is required is unenforceable. It is human nature to try & park as close as possible & walk to one of the pedestrian or vehicular access points to the park. These traffic & parking impacts must be addressed. How can a project that produces impacts counter to the measures being considered by the city be allowed to move forward in its current configuration?

Lighting & Visual Aesthetics

- EIR does not address the visual impacts of the lit up sky due to lighting of fields. It does address this issue under lighting & dark sky regulations, but not the *visual impacts*. It only addresses these impacts during daytime. The report needs to address what the sky above the park will look like at night with the lights on.

C17-16

C17-14 (continued)

An EIR need not identify measures to provide specific parking spaces in order to meet an anticipated shortfall in parking availability, especially in consideration of unusual circumstances (e.g., special events at the park). Requiring the implementation of event-specific measures during the Special Event Permit process provides the most reasonable approach to addressing the parking needs of these unique situations. Event-by-event consideration will ensure that the parking solutions developed for each special event are the most appropriate approach, thereby reducing the potential for overflow parking in the surrounding residential neighborhoods.

C17-15

A mitigation measure (Traffic-8) consisting of providing a special event Traffic Management Plan is included in the EIR. The mitigation measure requires that a Special Event Permit be issued. The City's Traffic Engineering would review all applications to determine if off-site parking would be required. If off-site parking and shuttle service is required, the applicant would need to ensure that off-site parking is available and coordinate the necessary approvals to park at off-site locations prior to the approval of the Special Events Permit. In addition, Mitigation Measure Traffic-8 in the Final EIR that addresses secondary traffic impacts has been expanded to include a requirement for the City to ensure a traffic and parking consultant monitors the first large special event at the park to assess the situation and provide a report to the City. The report would include a description of traffic and parking operations resulting from the special event and specific additional recommendations and solutions if the situation was found to be adverse.

The City Parks and Recreation Department currently uses shuttle services successfully for large events that require offsite parking for attendees. One example of successful shuttle service is during the annual Holiday Parade. It is reasonable to anticipate that shuttle services for special events at the park would also be successful as park users would likely be bringing items such as coolers, lawn chairs, and sports equipment and would not want to walk or carry these items a long distance when a convenient and well organized shuttle service would be available.

C17-16

The EIR utilizes various significance thresholds to determine potential light and glare impacts. As discussed in Section 3.5.3, the proposed project has the potential to result in significant light and glare impacts. The EIR recommends a variety of mitigation measures to reduce those impacts to less-than-significant levels. Included within the mitigation measures is an option for the City to create a 3-D model of the proposed project to evaluate potential impacts (refer to Response #C9-2). The EIR addresses dark sky regulations and concludes that the employment of visors would avoid significant lighting impacts above 90° horizontal from the fixture. Thus, this fixture complies with dark sky requirements and the resulting sky above 90° horizontal from the fixture would remain largely unlit.

- The EIR dismisses the visual impacts of the ninety-foot high poles saying they are slender & will not be very visible. It omits mention of the 3-9 light fixtures mounted at the top of the pole that are probably over 24” length. These are not slender & will impede & interfere with ocean views from hundreds of residents to the east of I-5. These impacts must be considered & mitigated.

C17-17

C17-17

The EIR states that the light poles associated with the project would be visible. However, at the project location, Interstate 5 is generally elevated above development located to the east of the freeway (elevation gradually rises as one moves further east of the freeway). As discussed in the EIR, no significant public Vista Point is located in the vicinity of the project site. In addition, no significant scenic vista passes through the project site. As is the case in many urbanized areas, views to the coast include a variety of man-made features, including utility poles (telephone and electrical), and lights. As shown in Figure 3.5-5 of the EIR, lighting fixtures are dispersed along this section of Interstate 5. Development located immediately east of Interstate 5 would have views of the potential athletic field light poles; however, as discussed in the EIR, no significant impact would result as no blocking of scenic views would result. For development located further east of Interstate 5 and at a gradually inclining elevation, the distance from the project site would render the lighting poles even less visible. Motorists on Interstate 5 would not be impacted as the speed of travel would shorten potential views.

C17-18

C17-18

It is not feasible to fully document all of the effects of naturally occurring weather patterns or determine how much light will be scattered into the neighborhoods as a result of the marine layer/fog. The variables are too vast. However, as addressed in Response #C17-16, shielded fixtures would ensure that these effects are minimized and not significant. As is the case within any coastal urban area, additional illumination is likely to occur under these conditions and currently occurs throughout the proposed project area. As discussed in the EIR, the proposed project would not impact Dark Sky Resources, identified in the EIR as Palomar Mountain and Mount Laguna and requires the preservation of dark skies within a 15-mile radius of these resources. Because of the proposed project's urban locale, distance from identified Dark Sky resources and mitigation measures to reduce or avoid significant light and glare impacts, impacts as a result of naturally occurring weather patterns are not considered significant. Additionally, mitigation measures have been included that would help ensure that discomfort glare and significant light trespass on adjacent parcels remains less-than-significant.

C17-19

C17-19

Existing views of the sunset are available from the properties east of the project site. As discussed in Response #C17-17 above, development adjacent to Interstate 5 is located below the grade of the freeway at the project location and gradually increases in elevation moving further east of the project site. While limited views of the sunset exist from the properties that are east of the freeway, they are not considered uniquely scenic sunset views. These views are currently obstructed by utility lines, trees, and other man-made features. In addition, the views of the sunset from the east of the freeway are quite distant. Thus, the limited obstruction of sunset views resulting from the proposed project would not be considered a significant impact. Quality views of the sunset are generally located to the west of the project site, which would not be obstructed with construction or operation of the proposed project.

C17-20

C17-20

- The EIR does not consider the effects of the marine layer/fog on the dynamics of the lights. The report should have clearly identified that for many days in a typical year (120 or more) this area is *socked in* under the marine layer at night due to its proximity to the ocean. The resultant fog / water molecules in the air will disperse the light in an uncontrollable manner. It will cause the sky to light up in an area much larger than the immediate park area & will cause light spillage at unacceptable levels to the surrounding residential area. The report must explain how it will mitigate these effects.
- The EIR does not account for how the lights will impair sunset views for the hundreds of residents to the east. The lights will be turned on prior to the sun setting lighting up the darkening sky. This ambient lighting plus the physical presence of the light poles & fixtures will directly impair the beauty of the setting sun. This is not an issue that can be taken lightly. Views to the Ocean & the setting sun are a treasured cultural resource of any Beach Community and the EIR must show how it will mitigate this significant impact.
- The EIR does not address the impacts the lights will have on the wildlife in the riparian setting adjacent to the park. There is no mention of this under the Lighting & Visual Aesthetics or Biological Resources. This important issue must be addressed.

C17-20

As discussed in Section 3.9 of the EIR, the California Natural Diversity Database (CNDDDB) and the California Native Plant Society (CNPS) database was utilized to determine sensitive species in the vicinity of the proposed project area. As discussed in that Section, the federally endangered least Bell's vireo has a low potential to occur in riparian areas adjacent to the project site. Potential impacts to this species are related to construction impacts (e.g., noise). These have been identified as potentially significant impacts and mitigation measures have been recommended that would reduce these impacts to less-than-significant levels. With regard to lighting, there are no set standards of lighting levels that are applicable to this species. However, as discussed in Section 3.5 of the EIR, the lighting plan for the proposed project would result in an acceptable light level of 0.5 footcandles at the proposed project's property line with implementation of the mitigation measures included. The mitigation measures included reducing significant light and glare impacts would also result in minimal spill light to areas adjacent to the project site, including the riparian scrub that could be utilized by least Bell's vireo. As such, the mitigation measures recommended in Section 3.5, would ensure that substantial spill light would not occur in adjacent areas and that potential impacts to least Bell's vireo would not occur.

- In the stated project objectives (item 6), to provide buffers to residential uses, why are there no buffers along the entire portion of the project that borders any part of the park? How will you ensure you don't change the character of the community by viewing a cement-like wall? There should be natural buffers as sound walls along the access alley off Santa Fe to protect the residences adjacent to the alley.

C17-21

C17-21

As discussed in the Summary Section of the EIR, one of the project objectives is to provide a buffer between existing residential uses and the proposed project. The project proposes the inclusion of six foot masonry walls around the western and southern edges of the site, except for the project boundary east of Somerset Avenue to Mackinnon Avenue as well as the project boundary immediately east of the proposed dog park. As discussed in Section 3.4 of the EIR, the proposed project could result in significant noise impacts to the residential areas to the east of the dog park and the EIR recommends mitigation in the form of a six foot masonry wall along this boundary of the site. No masonry walls were proposed for the area east of Somerset Avenue in the conceptual plan nor are masonry walls needed to reduce a significant noise impact. Masonry walls are not needed on the northern and eastern most edges of the site as these areas abut uses other than residential. Although not required to reduce an identified significant impact, the City could choose to include a masonry wall along the area east of Somerset Avenue.

Noise

- We went into the field and conducted our own personal test with the use of only 1 sports whistle. The EIR only addresses Average noise levels that they generally claim to max out at about 50 dBA at the project boundaries. What about peak noise levels i.e whistles, shouting, horns, skate boarding etc. These sound sources are much louder. We measured sound levels at the property boundaries at various locations with one whistle blowing in various locations within the proposed park. The levels were consistently in the 70 dBA to 80 dBA at the project perimeter. Yet they are ignored, which means the city doesn't have to provide mitigation for them. These sounds are the most intrusive & the EIR must show how it mitigates these peak noise impacts. Recent court cases in California have set a precedent for mitigating peak noise as well as average.
- The report doesn't distinguish the *quality* of noise impacts, i.e. the difference between the steady drone of the highway & the shrillness of a whistle. Obviously these different types of sounds even at equal sound levels have quite a different impact.
- The basic assumptions the EIR uses to establish the level of the noise sources is weak at best & completely flawed in the worst case. This information is from the Appendix E table 10, page 26 & 27

C17-22

Although berms may also serve to mitigate noise impacts, they are typically not used for this purpose when considering the amount of grading and land area necessary to construct them.

C17-22

The descriptor for the average one-hour exposure is the Hourly Equivalent Sound Level, abbreviated here as L_{eq} . It is an hourly measure that accounts for the moment-to-moment fluctuations in A-weighted sound levels due to all sound sources during that hour, combined.

The word average leaves many people with the impression that the maximum levels, which attract their attention, are devalued or ignored when using the L_{eq} descriptor. They are not. All sounds are included in the one-hour noise exposure. The L_{eq} noise exposure descriptor includes all events and all noise levels that occur during the measurement period without exception. Scientific evidence strongly indicates that total noise exposure is the truest measure of noise impact.

Noise measurements of park activities used in the evaluation included the measurement of peak noise level events such as whistles blowing during soccer games, skateboards slapping the ground and other surfaces, crowds cheering, children yelling, and other similar events. Thus, these noise events are not ignored as part of the evaluation of potential impacts of the park.

Furthermore, the City recognizes peak noise levels may be generated by sporting events and the reasonable sounds produced by these events are provided an exemption in Section 9.32.417 of the Municipal Code provided that the events comply with the noise levels in Section 30.40.010. The project was compared to these noise level limits.

C17-23

The commentor states that recent court cases in California have set a precedent for mitigating peak noise as well as average noise levels. While the commentor is correct that several court cases have overturned EIRs for failing to appropriately address noise impacts, and that consideration should be given to the appropriateness of the noise analysis methodologies used for each individual project, it is not correct to infer that all noise analyses should address or mitigate for peak noise levels. Specifically, in the Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners (August 30, 2001; 111 Cal.Rptr.2d 598) the court found the EIR was deficient in failing to address adequately the potential disturbance to area residents resulting from increased nighttime air cargo operations, specifically, by omitting significant information about the airport's potential interference with sleep, including physiological response and annoyance from increased nighttime overflights.

C17-22 (continued)

The EIR in the Berkeley case only addressed noise levels using a 24-hour noise level metric (CNEL). Given the context of the project (i.e., air flights would occur and increase in frequency during the nighttime hours), the court determined that the particular methodology used was flawed for the proposed project. The Hall Property Community Park project does not proposed activities during the nighttime hours. In addition, the methodology used in the Hall Property Community Park impact analysis assesses impacts to residences surrounding the park using the Hourly Sound Level Equivalent (Leq), which is more rigorous than a CNEL noise analysis methodology. Based upon the available methodologies for noise impact assessment and the case law available on the subject of noise assessment, it has been determined that the methods used in the EIR analysis provide the most accurate characterization of potential impacts.

No available scale succeeds at measuring noise from an annoyance point of view, simply because annoyance is a very personal and context-related reaction. A-weighting is used primarily as several studies have shown a good correlation between A-weighted sound level and hearing damage, as well as speech interference. The A-weighted sound level is the best available methodology for assessing potential noise issues and associated annoyance that could result from the unusual noise circumstances. It also exhibits a fairly good correlation with the tendency of people to complain for noise pollution.

There is no test that could be conducted which took the impact of all organized or organic events occurring at the park at one time – be it basketball, tot lot, sports fields and whistles, skateboarding, dogs, and in general, enthusiastic crowds.

For skateboard parks the EIR measured the sound levels for 21 minutes on a Wednesday afternoon w/ about 15 skate boarders in a park about the size of an acre. What about Saturday afternoons when there may be 100 skate borders? How about measuring the sound levels for several hours during the day to establish an average & peak sound level?

For Dog Parks the EIR measured the Sound level for 15 minute on a Tuesday evening. (Same comments as above)

For Mixed-use sports fields the EIR measured the sound levels for 25 minutes on a Wednesday between 8:42pm & 9:07pm. What about a Saturday? The report it self says *“For the purpose of this study, a mixed-use field noise level is anticipated to be similar to a softball/baseball field.”* Adult softball leagues don’t have cheering sections & whistles blowing.

These noise source levels must be re-evaluated & accurately stated with both average & peak noise levels considered. The EIR can then determine accurate noise levels at the park boundaries & provide appropriate mitigation measures.

- The EIR plans to mitigate the significant impact of the dog park through a sound wall...what about alternative mitigation measures, i.e. relocation of the dog park, or creating a berm. The mitigation only drops the dBA level from 52 to 47. The report indicates that a 3dBA decrease is imperceptible to most human hearing. This doesn’t seem like much mitigation.

C17-23

The assumptions and methodologies used in the EIR to establish noise levels for future park uses are based on current industry practices. It is not economically or physically feasible to measure all potential noise events at the same time for a park as complex as the proposed park. Thus, well known and established noise propagation models are used to develop noise levels at specific locations based on measured or otherwise documented noise levels from a given sources. A literature search was conducted to determine if industry accepted noise levels for the various park components was available. For the majority of the proposed park features, this information was not available. Thus, noise measurements of similar facilities were conducted for use in the evaluation. The measurements times and locations were chosen based on discussions with facility operators and users of the facilities and the characteristics of the noise during the measurement. Where possible, peak activity levels, i.e., the loudest periods, were measured, where this was not possible, noise levels were increased to represent a reasonable worst case scenario. An example would be the soccer field measurement used in the mixed-use field assessment. Two measurement points were chosen, one perpendicular to the long side of the field and perpendicular to the short side of the field. The measurement perpendicular to the long side of the field was closer to cheering parents and was substantially louder than the other measurement location. To present a conservative evaluation and the reasonable worst case scenario, the louder measurement was used for the evaluation regardless of the future orientation of the field to nearest residence.

C17-24

As noted in the comment, the EIR does propose noise walls for mitigation of noise impacts. Although berms may also serve to mitigate noise impacts, they are typically not used for this purpose when considering the amount of grading and land area necessary to construct them. As noted by the commentor, the EIR must also consider alternatives to the proposed project to address identified impacts. Several of the alternatives analyzed in Chapter 7 consider removal of the dog park from the proposed project, which would also reduce the noise impacts attributable to the proposed project.

It is correct that a 3 dBA decrease in noise is not a substantial reduction in the level of noise which can be heard by the human ear. However, the reduction in noise attributable to the sound wall would be 5 dBA, more than the 3 dBA referenced by the commentor. While this reduction is modest, it would reduce the sound level perceptible to the adjacent residential land uses, and would address the significant impact by reducing the sound level to below the significance threshold.

C17-23

C17-24

- The report indicates that impacts like skate boarding which produce unacceptable noise levels between 10:00pm & 7:00am will not be a problem because the park is closed. There is no indication of how people will be kept out of the park during non-operation hours. How will this be enforced? If a skate boarder wants to hit the park at 6:00am how will he/she be kept out? Short of having full time guards at night, the report must show how it will mitigate the significant sound levels during the night hours. I don't think the honor system is going to work. The same goes for the dog park. The report does not address how lighting will be enforced as well...timers or are the softball coaches going to have control? If the lights stay on for an additional 15 minutes to finish a game, the noise goes w/ it producing unmitigated significant impacts.
- Why is no monitoring required to verify the sound levels under actual use conditions & no mitigation proposed? What If sound levels exceed those anticipated? This is required in the lighting section to verify anticipated light levels. Required monitoring is quite common in EIRs. This EIR must require that monitoring take place for a couple of years from full operation of the park as a way of verifying that mitigation measures are actually working.

SOIL

As a surfer and ally of the Swamis Surfing Association, what measures will there be taken to ensure the water runoff from the fields does not affect the environmentally protected river that runs through the community and down to the ocean. The EIR does not address this in any adequate way and could have a harmful effect on the wildlife in the area and to the surfers that use the ocean downstream.

Lastly, I ask the City to re-evaluate itself and look in the mirror. What is being proposed and what we voted to ensure the fruitful development of the park are two different things. The only way to mitigate the impact of the EIR is to truly come up with a proposed park that the Cardiff and

C17-25

It is correct that the skate board park, dog park, and all other park amenities would be closed during nighttime hours as outlined in the EIR and no park users would be allowed in the park during the non-operational times. Enforcement of the park hours would be the responsibility of the Park Host who would live onsite in a recreational vehicle as described in Section 2.7 of the EIR. The location of the Park Host would be in the northwest corner of the park, near the teen center and skate park. The Park Host would report any illegal use of the park during closed hours to the appropriate authorities. In addition, park features, such as the skate park or dog park would not be lit during non-operational hours, thus further precluding the unauthorized use of these components due to darkness.

C17-26

The lighting associated with the athletic fields at the proposed project would be controlled by a software system. The system would be programmed to shut the lights off at 10:00 PM. However, the system would allow for shut down of the lights prior to 10:00 PM in those instances that the lights are not needed until 10:00 PM. This type of software system has been successfully implemented at other parks within the City (Cardiff Sports Park and Paul Ecke Sports Park).

C17-27

The comment asks why there is no requirement for monitoring of noise levels once the park is in operation. Future measurements of the park's operational noise levels are not necessary to validate the findings of the noise analysis. The input into the noise analysis included measurements of actual recreational activities at other parks and playgrounds throughout the County. For this reason, the findings of the noise analysis are concluded to be a very accurate depiction of future noise conditions associated with the park. The lighting monitoring program has been recommended in the EIR as the proposed lighting program could be modified or adjusted as project designs are more fully designed and refined. In addition, it is acknowledged that minor adjustments and modifications to lights, once installed, could address specific lighting intrusion problems. Thus, the monitoring program recommended for the lighting is an efficient and feasible measure to ensure compliance with the specified lighting standards. The same is not true for noise or sound effects associated with the project. While the City could require such a measure as an added condition of approval of the project, it would not be required to reduce the project's noise impacts to less-than-significant levels.

C17-28

As discussed in Section 3.7 of the EIR, the proposed project could result in significant impacts related to increased runoff and downstream impacts (Impact Hydrology-2) and increased pollutants from park operations (Impact Hydrology-3). To reduce these impacts to less-than-significant levels, the EIR includes Mitigation Measures Hydrology-2 and 3. Section 3.9 of the EIR addresses potential impacts to biological resources. As discussed in that section, the proposed project has the potential to result in significant impacts to biological resources from runoff and erosion (Impact Biology-1). To reduce this impact to a less-than-significant level, the EIR includes Mitigation Measure Biology-1. Implementation of these mitigation measures would ensure that potential runoff would not have an adverse impact on downstream resources, including biological resources and ocean resources.

C17-25

C17-26

C17-27

C17-28

C17-29

Encinitas community can support. If the city can mitigate the size of the park and the proposed special use definition with realistic traffic plans that are adequate for the use of a community defined park, it has a chance to see the community and city of Encinitas embrace a true mixed use park.

Regards,

Conrad and Jenn Baumgartner

Conrad Baumgartner
cbbaum@yahoo.com

C17-29

C17-29

The EIR provided a full environmental analysis of the park, as proposed. The analysis found that the proposed project could result in significant environmental impacts and proposes mitigation measures to reduce those impacts to less-than-significant levels. The analysis also includes an evaluation of alternatives to the project, including a Reduced Density Alternative, Citizens for Quality of Life Alternative, No Athletic Field Lighting, and a No Project – No Build Alternative, among others. The purpose of the alternatives analysis is to provide decision-makers with potential alternatives to a proposed project that meet the majority of the stated project objectives and reduce identified environmental impacts of the proposed project. The EIR meets the requirements of CEQA and the CEQA Guidelines.

City of Encinitas
Planning Department
Scott Vurbeff
505 S. Vulcan Ave
Encinitas CA, 92024

March 11, 2007

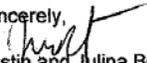
Planning Commission & City Council,

This letter is to serve as support for the Hall Property Park site to be developed as planned. Primarily as relating to the needs for the three baseball/softball fields and the five multi-use fields and lighting for all.

When the property was purchased we (and many others) assumed the process to build the necessary fields would take place in a reasonable time frame. It has been over 5 years and there are still discussions of what to build. This is unreasonable. We need those fields now.

We have three children playing recreational sports. I also have been a recreational soccer coach for seven years. I have seen the constant battle over what team will play where because there are not enough fields for the teams. Nationwide, there an overwhelming number of children who are obese, what message are we sending the children of Encinitas who want to exercise and play sports when we tell them sorry you can't play because there is no space. The Encinitas union elementary school district has made this year the year of healthy eating and fitness. We need to support our children and provide them with all opportunities to go out and play outside!! We need those fields for our kids.

Please build the park now with the amenities with ALL of Encinitas in mind, not just a few.

Sincerely,

Justin and Julina Bert

854 Woodside Lane
Encinitas, Ca
92024

C18-1

C18-1

The commentor expresses support for the proposed project. No specific comments are provided on the environmental analysis contained within the EIR; therefore, no response is necessary.

March 12, 2007

Mr. Scott Vurbeff
Encinitas Planning Commission
505 S. Vulcan Avenue
Encinitas, CA 92024

Via Fax: 760/633-2818

Re: Hall Property

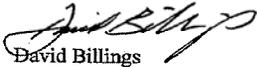
Dear Mr. Vurbeff,

I am writing in SUPPORT for the Hall Park being brought to fruition. In particular, we need the three baseball/softball fields and the five multi-use fields including lighting for all areas.

Encinitas/Cardiff has many residents (and their children) that will benefit from the Hall Park. Your support for this community asset is appreciated.

Thank you. Please feel free to call me should you have any questions (760/579-3191).

Sincerely,


David Billings
1424 Santa Fe Drive
Encinitas, CA 92024

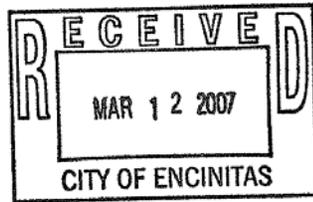
C19-1

C19-1

The commentor expresses support for the proposed project. No specific comments are provided on the environmental analysis contained within the EIR; therefore, no response is necessary.

March 9, 2007

Mr. Scott Vurbef
Environmental Coordinator
City of Encinitas
505 So. Vulcan Ave.
Encinitas, CA 92024



Dear Mr. Vurbef,

In the March 1st Planning Commission meeting you stated that the alternative plans for the Hall property did not meet city objectives. I am a Cardiff resident who believes that the City's objectives are flawed ethically and possibly legally. The stated goal of the park as a "special use park" (i.e., mega-sports facility) does not come near to matching the outcome of the workshops that the City of Encinitas had for residents in order to give them a voice in the design of their "community park." That majority voice was ignored in order to serve a minority constituency: the soccer clubs of Encinitas. And it has been done under the pretense of serving "the unmet (athletic field) needs of the Encinitas community," without there being any studies done to support those "needs."

It is not feasible to put a major sports facility in the middle of very old, well-established and peaceful neighborhoods with narrow streets less than half a mile from the Pacific Ocean and right next to Interstate 5. Why did the City not plan to build more soccer fields in newly developed areas when allowing new housing tracts and a major golf course to be built in east Encinitas? Was there a greater need for a golf course than for more soccer fields just a few years ago? The answer to the those questions is, of course, because developers don't want to sell homes next to sports fields with 90 foot-lights and an amplification system that can be used up until midnight on weekends!

Gene Chapo, Chairman of the Planning Commission, began the March 1st meeting by saying that this park can be a great "amenity provided by the City." The dictionary defines amenity as "anything that increases physical or material comfort." The park as currently designed may increase that comfort for a minority of Encinitas residents who will drive to it, park on our narrow streets, enjoy the advantage of seeing their children play soccer at night under bright lights, and then return to their quiet neighborhoods while residents surrounding the sports park have to deal with their parking, their noise and the bright lights...not to mention the daily eyesore of an inordinate number of 90-foot lights. I do not consider this an amenity to a great many Encinitas residents. I do not consider the current park plan to be in the same league as some of the other great city parks that Mr. Chapo mentioned in his opening speech because it is not a park for the community; it is a special interest park, and the surrounding community will suffer greatly for it.

C20-1

C20-1

The commentor expresses that they do not agree with the City's characterization of the objectives of the project and that the objectives do not reflect the outcome of the workshops that the City of Encinitas had for residents in the developmental stages of the project's design. No specific comments are provided on the environmental analysis contained within the EIR; therefore, no response is necessary.

C20-2

C20-2

Please refer to Responses #C17-6.

C20-3

C20-3

The commentor expresses opposition to the current design and intensity of uses as proposed in the project. This comment does not include any specific comments on the environmental analysis contained within the EIR; therefore, no response is necessary.

March 9, 2007

Mr. Scott Vurbeff
Page Two

But the park *can* be an amenity to all by scaling down the number of playing fields so that there still are soccer/sports fields for the children, by not having any night lights, and by increasing the number of parking spaces to realistically accommodate projected attendance.

C20-3

C20-4

Please refer to Responses #C17-6.

The draft EIR is deficient in so many areas. First of all, it states a need for a maximum number of playing fields without any supporting evidence. A study should be done to determine what exactly is the City's need, *not* the region's need, but the City's need since this is a park being paid for by the Encinitas taxpayer. Second, the DEIR does not analyze the impact of only 419 parking spaces on the neighboring residential streets. The majority of these streets do not meet modern street standards and therefore additional parking (of most likely vans and SUV's) would create even more hazardous situations than currently exist. Third, the DEIR says that the 90-foot lights "would not be visually intrusive." How ludicrous to state that "because they (the poles) are thin...the poles would fade into the background..." Drive by any sports field with light poles and the first thing you notice are the unsightly light structures. The community character of Cardiff will forever be negatively changed if those poles are installed. The DEIR does admit that lighting from the park "may result in a significant impact" on neighboring residential areas. Therefore, serious consideration should be given to eliminating the lighting of the sports fields for night playing.

C20-4

C20-5

C20-5

The commentor states that the EIR does not adequately analyze parking, and indicates that the project would result in hazardous situations in the surrounding neighborhoods because the project does not include enough parking. As addressed in Section 2.5-11 of the EIR and the Traffic Impact Analysis (Appendix B to the EIR) it has been determined that the 419 parking spaces provided by the park as proposed would provide the parking necessary during peak parking demand. It is estimated that during normal park operations (i.e., not special events) that the park would provide over 150 extra parking spaces than what would be necessary to meet the park's parking demand. With this surplus, it is highly unlikely that neighboring residential streets would be heavily utilized for parking.

C20-6

Regarding safety on local streets, refer to Response #C5-1 and #C6-1.

C20-6

One of the things that bothers me most about this whole issue is that a small number of sports people can have such influence over the City Council to make it blind to the real needs and wants of the larger community. I know that if those people lived in our neighborhoods, they would have said the same things that the majority of attendees to the Planning Commission meeting said, including some with children in soccer leagues: let's scale down the sports fields to make this park a safe park that people will want to use...let's work together to make this park a reality so that today's young children of Encinitas can use it before they get too old.

C20-7

C20-7

This comment does not provide any comments on the environmental analysis contained within the EIR; therefore, no response is necessary.

The objectives of the City Council of the City of Encinitas should be to serve the citizens that elected them. Regarding the Hall property, those objectives are not being met. The hundreds of thousands of dollars that have been spent thus far on a flawed park design and a flawed EIR and the additional taxpayer money that will be spent before any construction begins on this park shows, in my opinion, financial irresponsibility on the part of the City Council. I don't understand their reluctance to build the kind of

March 9, 2007

Mr. Scott Vurbef
Page Three

community park that their constituents want...one that includes, among other things,
several soccer fields.

I endorse the alternative plan proposed by Citizens for Quality of Life.

C20-7

Let's work together to make this park an incredible asset for all residents of Encinitas.

Sincerely,



Dorte Bistrup

1579 Starlight Drive
Cardiff, CA 92007

Cc: James Bond
Jerome Stocks
Teresa Barth
Maggie Houlihan
Dan Dalager

Diane Bond
826 Devonshire Drive
Encinitas, CA 92024

March 1, 2007

Planning Commission
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Re: Hall Property Case #04-197-MUP/CDP/EIR

Dear Commissioners:

As I see it the Hall EIR does not comply with the General Plan policy #1.13:

1. The visitor-serving commercial land use shall be located where it will not intrude into existing residential communities. This category applies in order to reserve sufficient land in appropriate locations expressly for commercial recreation and visitor-serving uses such as:

Participant sports and recreation

It is my position that the proposed park is too large and would generate too much traffic, noise and pollution that would adversely impact the surrounding residential area. The City would be better served by spreading out the proposed amenities of this park among different areas in the city. This would allow residents and visitors better access to each of the proposed amenities, and would eliminate the extreme adverse impact on the surrounding residential area that will occur if the proposed park is approved.

2. The project as proposed also does not comply with the General Plan Policy 2.10:

Development shall not be allowed prematurely, in that access, utilities, and services shall be available prior to allowing the development.

It is my position that the existing infrastructure serving the proposed park area is inadequate to handle the increase in traffic which would be generated by the park. The proposed park would result in thousands of car trips a month along Santa Fe resulting in unacceptable congestion, pollution and noise and contribute to the dangerous conditions of Santa Fe Drive at the I-5 overpass.

THE HALL EIR FAILS TO ADEQUATELY EVALUATE AND ADDRESS THE ISSUES OF TRAFFIC AND AIR QUALITY AND THUS DOES NOT COMPLY WITH THE REQUIREMENTS OF CEQA

1. The traffic study concerning the impact of the proposed park on traffic on Santa Fe is fundamentally flawed. The Devonshire Drive/Rubenstein/Santa Fe intersection statistics in Table 3.2-2 reflect the traffic conditions that existed prior to the roundabout being installed. There are no statistics presented in the EIR that reflect the current condition of the existing roundabout. Therefore, the conclusion set forth in Table 3.2-7 that when this intersection is a fully operational roundabout will result in a LOS grade of A is fundamentally flawed. A traffic study needs to be done to evaluate the existing traffic

C21-1

Policy 1.13 of the General Plan's Land Use Element is not applicable to the project because the proposed park is not defined as a visitor-serving commercial land use. The commentor presents the opinion that the park is too large and would generate adverse impacts on the surrounding residential areas. While specific comments are not provided on the environmental analysis contained in the EIR, it is acknowledged that the proposed project could cause several environmental impacts, which are identified in the EIR. In addition, where feasible, the EIR provides recommended mitigation measures to address the identified potentially significant impacts.

C21-1

Land use compatibility effects of the project are addressed in Section 3.1.3 of the EIR. With implementation of the air quality (Section 3.3.5), noise (Section 3.4.5) and aesthetics/lighting (Section 3.5.5) mitigation measures, the project would be considered compatible with adjacent land uses. With respect to traffic impacts, see response to comment #C5-1, #C17-7, and #C17-15. The project would not result in significant traffic impacts on local residential streets.

C21-2

The commentor expresses the opinion that the project does not comply with General Plan (Land Use) Policy 2.10. The project is considered to be consistent with Land Use Policy 2.10 because, with the traffic mitigation measure at the Santa Fe Avenue access, sufficient vehicular and pedestrian access would be provided to the project site. In addition, Section 3.11 of the EIR determined that the project would not result in significant impacts on public services and utilities.

C21-2

Section 3.2.5 of the EIR acknowledges that the project would have significant and unmitigable traffic impacts, but these effects are not related to the project's access points. The EIR evaluated traffic noise (Section 3.4.3) and traffic emissions (Section 3.3.3); these effects were determined to be not significant.

C21-3

The commentor expresses that there should be additional information provided related to the effectiveness of the proposed (and implemented) roundabouts. Roundabouts are constructed for the purpose of calming traffic while improving operating conditions at street intersections. This is consistent with the EIR's determination that operating conditions would improve with the roundabout at Devonshire Drive/Rubenstein Drive/Santa Fe Drive intersection. More recent traffic studies (City case #05-091) confirm that the roundabout operates under LOS A conditions during the AM and PM peak hours. Level of service conditions at roundabouts are based upon the average delay of all vehicles that pass through the intersection.

C21-3

with the roundabout as required by CEQA. As a resident who travels the roundabout, I personally have been subject to wait times of at least 30 seconds when traveling north to south – this wait time equates to an LOS of a D. It would be irresponsible to approve this project without requiring the study address the existing roundabout conditions at this intersection.

C21-3
cont.

In addition, Cumulative Impacts section of the EIR does not adequately address the impact of the 16 listed proposed projects which would impact traffic on Santa Fe and adjacent streets. The Scripps Hospital seeks to expand to 162% , and include a medical office building of 68,000 square feet. The medical office building traffic alone is projected to result in at least 50 car trips per 1,000 sq. ft. – that equals 3,400 car trips a day. The EIR concludes that this future growth of 16 projects will not impact the LOS at Santa Fe/Devonshire, rating the LOS an A for 2010. See Table 3.2-7. Again, this conclusion is fundamentally flawed because it is not based on existing conditions at the roundabout.

C21-4

2. AIR QUALITY

The EIR is also fundamentally flawed in that it does not set forth a baseline for Particulate Matter pollution at the site. The only measurement of pollution is for ozone from the Del Mar station. To comply with CEQA, the EIR must set forth existing conditions at this site – not in Del Mar, or in Los Angeles where the particulate matter pollution statistics were drawn from. In addition, the wind rose plot that shows west to east predominant winds is based on the site of Lindberg Field. As an Encinitas resident, I have experienced many days where the winds are east to west. For these reasons, a pollution study needs to be done on site. Without such a study, the conclusions drawn as set forth in the EIR are simply a “picked from air” analysis with no validity. The City must require an air pollution study at the site. This is especially important given the site location next to the Highway 5, and the adverse impact on the health of citizens from car exhaust – the number one contributor to particulate matter pollution. Recent studies have concluded that living next to a freeway can cause lung disease in children and women because of the levels of air pollution. I would be happy to provide those studies to the City for consideration.

C21-5

C21-6

C21-7

C21-4

As indicated in Section 5.4.2 of the EIR, the 19 other cumulative projects (three additional cumulative projects were added to the Final EIR), including the ultimate proposed expansion of Scripps Hospital, are fully addressed in the cumulative (Year 2010) traffic analysis contained in Section 3.2 of the EIR. Regarding comments on operating conditions at the Santa Fe Drive/Devonshire Road roundabout, please refer to Response C21-3. The EIR’s traffic analysis determined that under Year 2010 conditions, the project would not have a significant cumulative impact at the intersection of Santa Fe Drive/Devonshire Road.

C21-5

As discussed in Section 3.3 of the EIR, the Del Mar station is the closest air monitoring station to the proposed project site. The EIR goes on to say that no other monitoring stations are located near enough to the proposed project area to be used to characterize other criteria pollutants such as CO, PM10, and PM2.5. In order to determine project impacts, the anticipated emissions from both the construction and operation of the proposed project were evaluated against established thresholds (50 tons per year for oxides of nitrogen, volatile organic compounds, and PM10 and 100 tons per year for CO). Although the inclusion of ambient levels of air emissions is preferred, project impacts are based on the exceedance of the thresholds listed above and in the EIR. Please also see response to comment B1-7. With implementation of the mitigation measure included within this Section, air quality impacts would be less than significant.

C21-6

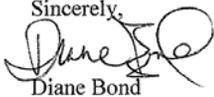
See response to comments #C95-1 and #C95-3.

C21-7

See response to comment #C95-1.

Thank you in advance for your thorough attention to these issues.

Sincerely,



Diane Bond

ROBERT BONDE

1620 Haydn Drive, Cardiff-by-the-Sea, CA 92007 (760)753-7477-

March 1, 2007

Scott Vurbeff, Environmental Coordinator
Planning and Building Department
City of Encinitas
505 South Vulcan Ave.
Encinitas, CA 92024

Subject: **HALL PROPERTY DRAFT EIR**

Case No. 04-197 CDP/MUP

SCH No. 2004121126

Dear Scott:

The EIR title is misleading and incorrect. **It is requested that the title of the EIR and the name of facility be changed from Hall Property Community Park to Hall Property Special Use Sports Park.**

The residents of Cardiff and the southern part of Historic Encinitas want a Community Park. A park that is designed to meet both the passive and active needs of the people within walking distance, of the facility. Instead the city is proposing a city wide sports park with just a few amenities for local citizens.

It is inappropriate for the development to be called the Hall Property Community Park for the following reasons:

- A sports park is not what the people of the neighborhoods surrounding the facility want or need
- The proposed Hall property park does not meet the criteria for a Community Park:

A Community Park is defined as follows in the Recreational Element of the General Plan: "This category of parks generally offers a wide range of recreational amenities to the surrounding community which may include athletic complexes, arenas, swimming pools, covered picnic areas, and playgrounds **depending upon the specific need of the community** and the availability of resources. **Community parks generally serve a number of neighborhoods and have a service area radius of one to two miles.**"

- Even the EIR recognized that this was not a Community Park. In 3.1 of the EIR, the development is classified as a "**Special Use Park**".

C22-1

The commentor expresses opposition to the EIR's reference to the project as the Hall Property Community Park. The EIR does not make recommendations or suggest modifications to a project's name; rather, it provides analysis of the potential environmental impacts of the proposed project as information for the public and decision-makers. It should be noted that the ultimate name for the park would be approved by the City.

The commentor states that the proposed project does not meet the criteria of a community park and that the park would more accurately be depicted as a special use park. Section 3.1.1 of the EIR acknowledges that the Encinitas General Plan designates the project as a special use park. This designation is based upon the project site's acreage, which is larger than the standard community park area of 10 to 20 acres. The project is also anticipated to provide a larger service area than that associated with community parks. The General Plan indicates that special use parks providing major facilities usually found at community parks will be considered as community park (City of Encinitas General Plan, Recreation Element, page RE 15). Other than its total size and expected service area, the project as proposed is consistent with standard facilities and the primary active function as described for community parks in the General Plan (see Figure 1 and Table 2 of the Recreation Element). Although the project is designated as a special use park, it has the typical facilities and use characteristics defined by the General Plan for a community park. Furthermore, the EIR's references to Hall Property Community Park name has no bearing on the environmental analyses and conclusions provided in the EIR.

This comment does not include any specific comments on the environmental analysis contained within the EIR; therefore, further response is not necessary.

C22-1

- “The proposed park is consistent with the description of a Community Park as defined by the Recreational Element, except that **a Community Park is limited by City standards to 10 to 20 acres. For that reason, the proposed 45 acre project is designated as a Special Use Park.**”

Special Use Parks are designed to serve the entire city.

- “In the Recreational Element of the General Plan, the project site is designated as a Special Use Park.”
- The first line of CHAPTER 1 (INTRODUCTION) reads “This Draft Program Environmental Impact Report (EIR) has been prepared to provide an assessment of the proposed Hall Property Community Park project, which is **a recreational park development....**”.

C22-1

Obviously the city considers the term “recreation” to mean only organized activities and therefore has devoted the lions share of the park to sports courts and fields. The following is a set of objectives the city set for developing the park that shows this bias:

1. Provides a variety of recreational facilities that are predominately active park uses,
2. Maximize the number and use of athletic fields that help offset the unmet needs of Encinitas while preserving other desired features of the park site,
3. Provides multiple vehicular and pedestrian access points,
4. Provides adequate recreational facilities for all user groups,
5. Maximizes use of recreational facilities during park hours, and
6. Provides a buffer to separate active park uses from the adjacent residential uses.

C22-2

C22-2

The commentor summarizes the objectives of the proposed project, as summarized in the EIR, and provides input on the appropriateness of the park design and the identified objectives. This comment does not include any specific comments on the environmental analysis contained within the EIR; therefore, further response is not necessary.

The city has always considered the site to be a sports park. Even the bond prospectus that raised the money for the purchase of the park included the description as “The Project is the purchase of approximately 45 acres of land in the center of the City (the “Site”), and the development of the **Site for recreational purposes**”. No mention was made of it being a Community Park until community meetings were held and the neighbors insisted that their needs be met. Now with minimal concessions, the city is tongue-in-cheek calling it a Community Park.

There is no question that this park is being built for use of all the residents of the city, not just those from the surrounding area. It therefore must be called what it is, a Special Use Sports Park and not a Community Park. Honesty dictates a change of name.

C22-3

C22-3

See response to comment #C22-1.

I ask that you include my request on the record and that the name be changed.

Sincerely,

ROBERT BONDE

1620 Haydn Drive, Cardiff-by-the-Sea, CA 92007 (760) 733-7477

03/07/07 PM 2:34

March 8, 2007

Scott Vurbeff, Environmental Coordinator
Planning and Building Department
City of Encinitas
505 South Vulcan Ave.
Encinitas, CA 92024

Subject: **HALL PROPERTY DRAFT EIR**
Case No. 04-197 CDP/MUP
SCH No. 2004121126

Dear Scott:

I would like the following three areas of concern studied and evaluated and the results included in the final EIR.

TRAFFIC ANALYSIS

The **cumulative impacts** of all the development present, proposed and projected for a 2 to 4 mile radius of the park site must be evaluated in the traffic study portion of the subject EIR for the analysis to have any validity. This must include **additional impacts** of the **upzoning/redevelopment of those parcels of land listed in the proposed revision of the Housing Element of the General Plan** as sites for additional housing within the city, that has been submitted to the California State Department of Housing and Community Development. It must also include the traffic impacts of the February 21, 2007 Encinitas City Council decision to approve the **San Dieguito Academy backdoor request to double its enrollment** (to allow all classrooms to be two-stories in height). More students mean more cars and more traffic to consider.

This project should not proceed until the city's all inclusive traffic study is completed and accepted.

PROJECT OBJECTIVES

The following two project objectives were not among those supported by the majority of participants at the Community Park planning meetings, yet have become the controlling elements of the Special Use Park proposal:

1. Provides a variety of recreational facilities that are predominately active park uses.
2. Maximize the number and use of athletic fields that help to offset the unmet needs of Encinitas while preserving other features of the park site.

C23-1

The commentor introduces his letter. This comment does not include any comments on the environmental analysis contained within the EIR; therefore, no response is necessary.

C23-2

The commentor states that the cumulative traffic analysis should contain additional projects, including the potential for upzoning and redevelopment of the parcels of land listed in the proposed revision of the Housing Element of the General Plan. In addition, the commentor indicates that the improvements to the San Dieguito Academy should be included in the cumulative analysis, and presents that he believes the San Dieguito Academy project would double the Academy's enrollment.

As noted in the Draft Housing Element Update, an Affordable Housing Overlay Zone (AHOZ) would designate certain specific sites for higher residential density. These properties have not been identified at this time. The City would identify appropriate sites and apply the AHOZ designation through a zoning ordinance, General Plan, and Local Coastal Program amendment. Therefore, any attempt to analyze the cumulative traffic impacts from implementation of AHOZ is speculative and cannot be conducted at this time.

The San Dieguito Academy High School improvement project is included in the cumulative assessment, including the traffic assessment (see Section 5.3 of the EIR, cumulative project #2). Future improvements associated with San Dieguito Academy High School Master Plan would modernize classrooms and other facilities but would not increase the existing student capacity of the school (City Case #04-265).

C23-3

This comment does not include any comments on the environmental analysis contained within the EIR; therefore, no response to the commentor's opinions is necessary. Refer to responses #B1-13, #C4-1, and #C17-6.

C23-1

C23-2

C23-3

The validity of these objectives must be proven beyond a reasonable doubt or they should be dropped. Just exactly who included them and why, must be explained and their inclusion justified. Is there a link between the Rotary Club's sponsorship of soccer tournaments, the fact that certain Encinitas Council persons belong to the Rotary and the city plan to spend tens of millions of dollars of taxpayer's money on a Special Use, soccer tournament park?

C23-3

There is reason to believe that the so-called "unmet needs assessment" has been overstated. An inventory of all citywide athletic fields, including the 6 miles of oceanfront must be conducted to substantiate or disprove the claim.

C23-4

C23-4

See response to comment #C17-6.

PARK SITE ACCESS

The access to this major facility is grossly inadequate. How will people who are not familiar with the site locate the hidden access points? How will they safely be able to enter and exit the site (roundabouts are not an appropriate answer because of their deterrent to emergency vehicles)? The Draft EIR glosses over these major concerns.

C23-5

C23-5

The commenter states that access to the facility is not adequate. The vehicular access points for the project are located on public streets and would be designed to comply with traffic engineering standards. The commenter provides no evidence to support the opinion that the access points do not provide safe ingress or egress.

Cardiff is a beach community that depends upon visitors. Will the park traffic and congestion have a negative impact upon the economic well being of the community?

C23-6

C23-6

The commenter asks whether the park traffic and congestion will have a negative impact on the economic well being of the community. Under CEQA and the CEQA Guidelines, a social or economic change by itself is not considered a significant effect on the environment (CEQA Guidelines Section 15382). Thus, this comment is not on the environmental analysis contained within the EIR and no response is necessary.

Sincerely,



Bob Bonde

Wednesday, February 28, 2007
James Bond
Mayor
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

THIS WAS COPIED TO
ALL COUNCIL MEMBERS
cc: Scott Verbuff
Phil Cotton

Re: Hall Property Draft EIR

Dear Mayor:

My husband and I moved to Cardiff By the Sea, at 1727 Glasgow Avenue, 25 years ago because of the quiet coastal neighborhood, the rural feel and no traffic to speak of. We have raised our daughter on the quiet streets and love our small local bedroom community. Even with the tremendous growth and the congestion on freeway 5 we still feel protected within Cardiff because most travelers stay on I-5. Our community is one of the hottest real estate markets at the beach because of our small town feel where we can safely walk to our venues and beaches without the hustle and bustle of tourists and cars. I am very upset about the City Council not putting forth the demands of the community in the design and restrictions of the initial proposed Community Park (**please send to me your definition of "Community Park"**) that was discussed back in 2001 at the first planning meeting that I attended. I am entirely opposed to a "Special Use Park" with regional tournaments and the traffic, bright lights and noise that it will produce. My concerns are as follows:

- 1) **Traffic and Circulation-** The south entrance to the Community Park was originally planned with the realignment of the Mackinnon Bridge, this must be included in the EIR. Any other access to the southern portion of the Community Park is unacceptable. Further, Mackinnon was to be blocked to through traffic. Our streets are narrow and unsafe for any additional traffic from outside of our community of Encinitas. We are opposed to the recent opening of Warwick-the neighbor who asked the city to clean it did not request it to be open to cars. The majority of Glasgow residents want Warwick closed, as our street has been a dead end for 25 years. Close the access on Warwick between Mackinnon and Glasgow Ave.
- 2) **Parking-** In the EIR there are too few parking spaces to accommodate all the people that will be using the fields. Obviously this will impact all the neighboring streets when people will be driving up and down our small, narrow streets endangering those that live here and congesting our streets which have minimal parking to begin with. Therefore, going back to our original plan of the peaceful, quiet, rural setting park for all to enjoy with artwork, museum like facilities, a field for those that would like a place to play a game, walking and jogging paths and a dog park is the only solution for keeping Cardiff the coastal beach community that it is.
- 3) **Lighting-** We currently have the sky lit at night by the Vons's shopping center on Santa Fe Dr. and it varies in intensity depending on the amount of clouds or fog.

C24-1

The commentor expresses concern regarding the differences in the project design shown in the EIR and the ideas presented though the City's public workshop park planning process. The purpose of the EIR is to analyze the project as currently proposed. An EIR is not required to consider or analyze the process by which the design was developed. This comment does not include any specific comments on the adequacy or sufficiency of environmental analysis within the EIR. This comment is noted for the record.

C24-2

As discussed in Section 2.5.11 of the EIR, the realignment of the Mackinnon Avenue bridge is a separate project that would be carried out by Caltrans. The bridge realignment has independent utility and the subject park project can be carried out regardless of whether the bridge is realigned.

See responses to comments #C17-14 and #C17-15.

C24-3

This comment does not include any comments on the environmental analysis contained within the EIR; therefore, no response is necessary.

C24-4

See responses to comments #B2-16, #B2-17, #C5-1, #C17-14, and #C17-15.

C24-5

This comment does not include any specific comments on the environmental analysis within the EIR. The EIR does not make recommendations or suggest modifications to the design of the project; rather, it provides analysis of the potential environmental impacts of the proposed project. This comment is noted for the record.

C24-6

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Please also refer to Response #C17-18.

C24-1

C24-2

C24-3

C24-4

C24-5

C24-6

Light pollution does spread out over a very large area including my house and those of my neighbors. I am entirely opposed to any lighting at the proposed Community Park. Eliminating the proposed lighting will help the park save money and reduce the noise, traffic, light pollution and other serious impacts.

C24-6
cont.

- 4) **Noise-** Again with no lights we have no noise pollution. During the hours after work we look forward to a peaceful and quiet relaxation time. But with the proposed park use hours of 7:00am to 10:00pm and some days until midnight we would have no quiet time. This is entirely unacceptable. 17 hours a day is an infringement on our right as citizens to quiet enjoyment. The Community Park should be open from sunrise to sunset. I, and many of my neighbors, work 10-12 hours per day and deserve the right to peace and quiet when we return home and on our treasured weekends. Our relaxation time at home should not include listening to yelling, cheering, whistles, cars, horns, etc. It is unrealistic to expect the neighbors of the Community Park to accept the brunt of all the disadvantages of the Community Park you have proposed.
- 5) **Water-** There are serious threats to our environment when the proposed dog park will have water runoff flowing into our wetlands and ocean. This issue needs to be addressed and more studies conducted on this potential hazard to our small beach coastal community.
- 6) **Alternative Plan-** The present EIR presents a plan, which is incompatible with the original goals of a Community Park to serve all citizens of the city. A community park that meets the broad recreational, small coastal beach town environment with aesthetic and artsy appeal, passive use and no lighted sports fields would be a viable alternative. The EIR must allow for this alternative use park with stated goals of no lighted fields for tournament play.

C24-7

C24-7

An analysis of noise impacts is provided in Section 3.4 of the EIR, which determined that, with implementation of mitigation measures, such impacts (including noise from potential amplified events) would be mitigated below a level of significance.

C24-8

C24-8

Water quality effects of the project, including those associated with the dog park, are analyzed in Section 3.7 of the EIR. The analysis determined that with implementation of mitigation measures, water quality impacts would be reduced below a level of significance.

C24-9

C24-9

The project objectives are described in Section 2.3 of the EIR. Chapter 7 of the EIR considers three project alternatives without athletic field lighting. See response to comment #B1-13.

My family and I love living in Cardiff and due to the very quaint size of our community we wish to continue being visionaries for the design of the Hall property to ensure the prosperity of our community for our children and their children's children.

C24-10

C24-10

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Sincerely,



Karen Brandt Jacquet, 1727 Glasgow Ave, Cardiff By The Sea, CA
Cell 760-505-8994 home 760-942-3547

Thursday, March 08, 2007
Mr. Scott Vurbeff
Planning and Building Department
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Re: Hall Property Draft EIR

Dear Scott:

This is a follow up letter since attending the meeting on March 1st with the EIR. I also wrote and sent you a letter on Wednesday, February 28, 2007.

Now I'm asking you to **amend the Park plans** to lessen the horrendous traffic situation we will all experience on the I-5 and all of the coastal streets feeding into this park, not to mention the worst scenario of visitors parking all along our narrow, non sidewalk streets, fighting for parking areas in front of our homes which we normally have limited access to, we know they will be hurrying to rush their kids to tournaments at the park without paying attention to our little children who play in the streets of Cardiff! Close access to Warwick, and MacKinnon cannot take any more traffic, as so many Encinitas people cut through to get to work and home they take MacKinnon instead of staying on Santa Fe to the 5 freeways. Lets not have someone killed over this when you can change and mitigate measures to implement in the form of a less intensive park design.

Secondly I want you to have no lights on the park for sports fields- again lets have the park we all voted for on the ballet a Community Park, not a Special Interest park! You will ruin our life with the 90-foot lights that will illuminate our backyards and the surrounding neighborhoods in the Encinitas area. We all know what Cardiff Sports Park looks like at night.

Thirdly reduce the sports fields and have a professional survey done on what exactly are the needs of the community for more sport fields, which has not been done!

Do the right thing for all parties that live in Encinitas!

I look forward to your response

Thank you,

Mrs. Karen Brandt Jacquet

Mrs. Karen Brandt Jacquet

*1727 Glasgow Ave,
Cardiff, CA 92007*

760-942-3547

C25-1

C25-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C25-2

C25-2

The commentor expresses opposition to the current design and intensity of uses as proposed in the project. This comment does not include any specific comments on the sufficiency or adequacy of the environmental analysis within the EIR. The purpose of the EIR is to analyze the project as currently proposed. The EIR does not make recommendations or suggest modifications to the design of the project; rather, it provides analysis of the potential environmental impacts of the proposed project as information for the public and decision-makers. This comment is noted for the record.

C25-3

Regarding traffic, see responses to comments #C17-14 and #C17-15.

C25-3

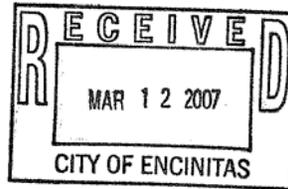
See response to comments #C24-6 and #C25-2.

C25-4

C25-4

See response to comment #C17-6. Chapter 7 of the EIR addresses a Reduced Intensity project alternative.

Lynn Braun, Russell T. Marr
434 La Veta Avenue
Leucadia, CA 92024
760-436-0129



March 10, 2007

Attn: **Scott Vurbeff**, Environmental Coordinator, City of Encinitas
505 South Vulcan Ave.
Encinitas, CA 92024

Re: Comments for **Planning Commission** and Staff re E.I.R. for Hall Property currently proposed as Specialty Sports Park rather than a Community Park

Dear Mr. Vurbeff:

We appreciate this opportunity to offer our comments regarding the draft E.I.R., Volumes I and II. We are concerned that the development plan, as proposed, is not in keeping with the requests and findings made at the public workshops prior to adoption of the plan, and also that the existing plan and objectives are inconsistent with the Goals of the City of Encinitas as expressed in its General Plan, as well as being inconsistent, internally, within this park project's goals and objectives.

Specifically, we feel that the project places too much emphasis on a regional sports complex, including six fields for both day and nighttime use, which would cause additional problems of lighting pollution and interference with scenic viewsheds caused by multiple lighting standards, planned to be 90 feet high. Also a regional sports complex with nighttime tournaments would cause excessive and inmitigable traffic circulation congestion impacts. More Roundabouts would not be a viable solution. We strongly object that this project should not go forward until the overlay traffic circulation element study for the entire City of Encinitas is released.

Councilman Dan Dalager stated at the Olivenhein forum, in late October of 2006, before his reelection, that the traffic study had been completed and would be released immediately. We have not seen this happen, and feel the traffic circulation study should be reviewed before any roundabouts go in at Leucadia Boulevard, or any additional roundabouts are installed at Santa Fe Drive. Roundabouts cannot fairly be used as traffic mitigation elements until the effectiveness of the one on Santa Fe is considered with regard to existing traffic, including whether there have been more accidents since the installation of that supposed "traffic calming device."

The installations of roundabouts, when traffic congestion is anticipated is at cross purposes with alleviating the traffic impact; problems would actually increase due to drivers' failure to yield. Roundabouts do not act as actual traffic impact mitigation, but serve more as aesthetic elements, including the expensive to maintain median now at the Santa Fe roundabout. We are currently told that there is a deficit in the lighting and landscaping budget. The voters had already turned down a public ballot to tax residents and businesses more for lighting and landscaping. We fear that with more roundabouts on Santa Fe, and with the Hall Property being developed as a regional sports complex with six fields for nighttime playing, the maintenance costs of the combined planned projects would put an unacceptable drain on the General Fund. We do not want to pay more taxes, as our property taxes are already steep, and should be sufficient to cover the costs if the City adopts a policy of strict fiscal conservatism.

Moreover, Goal #6 of the General Plan for the City of Encinitas includes maintaining existing characteristics of the City. #9 speaks to maintaining scenic viewsheds. To build numerous 90 foot tall light towers would not be in keeping with the goals of the General Plan. We feel that *no*

C26-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. Section 3.1 of the EIR addressed the project's compliance with adopted land use policies and determined that the project would not result in significant impacts.

C26-2

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. See response to comment #C20-6.

C26-3

The EIR acknowledges that the project would have significant and unmitigable traffic impacts. It should be noted traffic Mitigation Measure Traffic-3a has been revised to eliminate the option of providing a roundabout serving the project access and the Scripps Hospital Driveway. Please refer to Response #B4-7.

C26-4

See response to comment #C26-3.

C26-5

Under CEQA, economic impacts themselves are not treated as significant effects on the environment unless they cause an impact to the physical environment. [CEQA Guidelines Section 15131 (a)].

C26-6

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. See response to comment #C20-6.

C26-1

C26-2

C26-3

C26-4

C26-5

C26-6

lights should be installed, at all, and that the Hall Property Park should be used for daytime games, only. Nighttime games can be played at San Dieguito Academy. These tournaments, at the high school level already have facilities in our city and other cities for their home games and away games. Putting in these light standards is an offense to the neighbors, and to the entire community, just to benefit special interest sports sponsors, including involved business owners.

C26-6
cont.

With regard to the specific Goals and Project Objectives, #1 speaks to adequate facilities for *all* active uses. #4 addresses adequate recreational facilities for *all user groups*. These two objectives are in alignment with the workshop findings that were compiled, previously. However, they are not in concurrence with #2, which states the objective is to maximize the number and use of athletic fields that help to off set the “unmet needs of Encinitas.” By emphasizing athletic fields over other active or passive recreational uses, addressed at the workshops, this becomes a special interest specialty park rather than a broader based community park. This leaning toward developing the park for special interests to increase the profits, we presume, of local businesses who sponsor sports teams, and who hope to get more out of town patronage to help their bottom line, is also evident in the phrase “unmet needs of Encinitas.” This should read, the unmet needs of the *citizens* of Encinitas. The way this is written, it seems that the objective is to meet the unmet needs for athletic fields for the City of Encinitas, as in staff and officers of the City of Encinitas; *not the people*, but the government of Encinitas, which, in the past has given us all the definite impression that it is catering to developers and to increased expansion beyond our ability to absorb and adapt to the traffic and other environmental impacts, including community character and quality of life.

C26-7

C26-7

This comment does not include any specific comments on the environmental analysis within the EIR. The EIR does not make recommendations or suggest modifications to the project objectives; rather, it provides analysis of the potential environmental impacts of the proposed project. The opinions expressed in this comment are noted for the record.

In conclusion, we feel that the Draft E.I.R. does not adequately address the real expressed needs of the citizens, including more passive uses for the park, fewer, and multi-purpose, fields, no lights, so that traffic impact and light pollution impact for the neighbors will be mitigated, as well as our questions of community character and viewshed, which are also not addressed. Ninety foot light poles are not in keeping with our General Plan, and represent immitigable impacts which can easily be avoided by eliminating the lights altogether, so that the park is for daytime use, only, as are other parks, including beach access parking, in Encinitas. One way to encourage more passive use, with less hardscapes, would be to above ground, or daylight, Rossini Creek, also increasing more meadow-like fields, and walkways. The dog park section could be made bigger, but should not be located near Rossini Creek. The community teen center is not needed. There is already a wonderful community center near Oak Crest Park, and this is not overly crowded. The amphitheater is also not necessary, and should be eliminated, along with the swimming pools, at this time. In our opinion, and the opinion of everyone we have spoken to, hardscapes, such as the use of cement and concrete, should be kept down, and the passive uses increased.

C26-8

C26-8

The opinions expressed in this comment are noted for the record. See responses to comments #C20-6, #C24-9, and #C25-4.

Thank you, for your courtesy and professionalism, Mr. Vurbeff. We are grateful for this opportunity to give you our input on the EIR and the consultants’ report for the Hall Property. This park can and should be a gem for our entire community, and we look forward to hearing back from you regarding our comments.

C26-9

C26-9

These comments will be provided to the city’s decision-makers for consideration when they take action on the proposed project. See responses to comments #C26-1 through C26-8.

Sincerely,

Lynn Braun

Lynn Braun 3/10/07

Russell Marr

Russell Marr

March 1 2007

Scott Vurbuff
City Of Encinitas
505 S. Vulcan Ave
Encinitas CA 92024

VIA FAX + U.S. MAIL

RE Proposed Community Park at the Hall Property
Encinitas CA

Scott,

I have been an Encinitas resident for 12 years. I currently reside at 524 Samuel Court Encinitas CA 92024.

During my tenure as an Encinitas resident, I was involved in youth sports that included little league baseball and soccer both as a coach and a supportive father of two.

The constant struggle of youth sports was and continues to be adequate playing fields. I was constantly faced with challenges of not enough fields to support to youth sports programs.

This letter is to express my strong support of the proposed community park on the hall property in Encinitas. I am particularly supportive of the park and its sports fields which I understand include three baseball/ softball fields and five multi use turf fields.

I have reviewed the draft EIR that has been published and although I do not agree to its findings of impacts I do agree that any and all impacts can be mitigated to more than an acceptable level.

I will be attending this evenings planning commission meeting and will express my strong support for this proposed park.

If you have any questions or would like to discuss, please contact me.

Sincerely,



Ron Brockhoff
524 Samuel Court
Encinitas CA 92024
760 753 5481 - home
858 752 4664 - cell

C27-1

C27-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Scott VurbEFF

From: JJohnedgar@aol.com
Sent: Tuesday, February 27, 2007 10:09 PM
To: Scott VurbEFF, Deborah Cervone
Subject: EIR Modification

Attn: Deborah Cervone, City Clerk
Attn: Scott VurbEFF, Planning Dept.

RE: HALL PROPERTY PARK EIR MODIFICATION?

It has come to our attention that a modification to the Hall Property EIR has been made as recently as last week. It is our understanding the consultant firm has resubmitted a subsurface evaluation of hazardous waste and health assessment. This is a very significant area of concern.

Please e-mail the portions of the EIR that have been revised, we have been told that the revisions are available on the new CD's, however because our consultants have been given the 1st CD, they need the new information as quickly as possible. Please provide an e-mail that quotes the old information alongside the new information.

If Volume II has been revised or modified please furnish that data.

If Volume I is going to be revised please furnish those modifications.

Thank you for your prompt attention to this request. If it is more convenient to supply a printed version, I would be happy to pick it up at your offices.

John Bromstad

Tel: 760-944-7568, Fax: 760-944-0135

E-mail: jjohnedgar@aol.com

 AOL now offers free email to everyone. Find out more about what's free from AOL at <http://www.aol.com>.

C28-1

C28-1

This comment is related to a reproduction error in the technical appendices. The draft version of the Subsurface Investigation and Limited Human Health Risk Assessment report, dated November 11, 2005, was mistakenly published in the Technical Appendices of the Draft EIR. This error was disclosed during the public review process. The final version of the report (dated March 2, 2006) included revisions that were fairly minor, generally grammatical and formatting revisions with some small additions to text for clarification. There was no additional or modified analysis or information presented in the final report that was not included in the draft report. The final report was made available for public review prior to the end of the public review period.

John Bromstad

P.O. Box 847, Cardiff-by-the-Sea, CA 92007

Tel: 760-944-7568 Fax: 760-944-0135 E-Mail: jjohnedgar@aol.com

**Re: "Special Use Park" plan violates policies and procedures
of City of Encinitas Parks and Recreation Department.**

Scott Vurbef
Planning and Building Department
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

March 12, 2007

Dear Mr. Vurbef;

Draft EIR page 3.1-2

1. The draft EIR incorrectly refers to the HALL PROPERTY COMMUNITY PARK on the cover of the document. This is believed to be purposely misleading as the document states "THE PROPOSED PROJECT IS DESIGNATED AS A SPECIAL USE PARK." Special Use Parks are defined as parks that are developed for a specific type of use, rather than a broader range of multiple park and open space uses.
2. The special use for this property has clearly been designed for regional tournament soccer competitions, with the site plan indicating five (5) full-size soccer fields and two half-size soccer fields. The installation of lights indicates plans for late night and weekend regional competition.
3. The proposed 'SPECIAL USE PARK' plan would violate the policies and procedures of the City of Encinitas as follows:
 - a. City of Encinitas Parks and Recreation Department Policy and Procedures Manual states under "Athletic Field Allocation Priority" for the purpose of determining the priority use of City athletic fields, by youth sports groups or organizations for field scheduling, all listed standards must be met within Priorities I through III. The following priorities and standards are established.
 - i. PRIORITY I — Resident, Recreational, Primary Season, Local League Play, Current User, Historical Use/Lease.
 - ii. PRIORITY II — Resident, Recreational, Secondary Season, Local League Play, Current User, Historical Use/Lease.
 - iii. PRIORITY III — Resident, Recreational, Primary Season, Local League Play, New Programs.

Only in the 4th, 5th and 6th priorities are regional/league play and hosted tournaments allowed. These regulations were adopted for a reason and should be rigidly followed. Further, ITEM E under GENERAL CRITERIA states: "Priority use does not imply that any particular group may MONOPOLIZE an athletic field for their sole use."

This letter further demonstrates that the draft EIR document favors the CQL Community Park over the proposed Special Use Park that has been designed by RJM.

Sincerely, John E. Bromstad



cc: City Council Members, Planning Commission Members

C29-1

C29-1

See response to comment #C22-1.

C29-2

C29-2

As noted in Section 2.5.8 of the EIR, the project is anticipated to accommodate special events on the athletic fields three to four times a year. General park hours of operation, 5:00 AM to 10:00 PM, are discussed in Section 2.5.9 of the EIR.

C29-3

C29-3

See response to comment #C17-5.

C29-4

C29-4

See response to comment #B2-9.

**CITY OF ENCINITAS
PARKS AND RECREATION DEPARTMENT**

POLICY AND PROCEEDURES MANUAL

Policy Title: Athletic Field Use Policy

Division: Recreation Division

Approved By: Parks and Recreation Director

Date: January 24, 2005

Originator: Recreation Supervisor

Revised: May 17, 2005

Policy Number: PR A005

I. POLICY STATEMENT

The Parks and Recreation Department wishes to promote the equitable use of the City's recreational fields and schedule fields in a manner that optimizes use of City athletic fields and is beneficial for the community.

Interpretation of Priority Use Policy shall be made by the Parks and Recreation Director.

II. PURPOSE

This policy establishes priority use guidelines for all City athletic fields. These policies will govern the allocation of field times for all youth sports group applicants.

The rules created by this policy will enable the largest number of resident youth recreational groups to have access to City athletic fields during their primary season.

Based on this prioritization, the field scheduling process is designed to maximize use of available resources in a fair and equitable manner.

III. ATHLETIC FIELD ALLOCATION PRIORITY

For the purpose of determining the priority use of City athletic fields, by youth sports groups or organizations for field scheduling, all listed standards must be met within Priorities I through III. The following priorities and standards are established.

- **Priority I** – Resident, Recreational, Primary Season, Local League Play, Current User, Historical Use/Lease.

- **Priority II** – Resident, Recreational, Secondary Season, Local League Play, Current User, Historical Use/Lease.
- **Priority III** – Resident, Recreational, Primary Season, Local League Play, New Programs
- **Priority IV** – Resident, Competitive, Primary Season, Regional/League Play, Tournaments Hosted by Resident Organizations.
- **Priority V** – Resident, Competitive, Secondary Season, Regional/League Play, Tournaments Hosted by Resident Organizations.
- **Priority VI** – Non-Resident, Competitive, Non-League Play, New Groups or Teams, Spin-off Groups, Private/Travel Clubs.

IV. DEFINITION OF TERMS

Resident

Resident status is defined as groups or organizations with at least 70% or greater City of Encinitas residents participating on their teams. City limits include the following zip codes 92007, 92024 and 92023.

Non-Resident

Any group or organization with less than 70% residing in the City of Encinitas.

Recreational

Groups with parent volunteers serving as coaches and administrators. Games are scheduled within the local organization. Participants may be drafted after a league-wide skills assessment, with no threat of being cut from a team roster. Open to all residents (age requirements notwithstanding). Registration fees are lower and scholarships are available. Serving the needs of all youth in the City of Encinitas. Youth recreational sports organizations that provide activities at various levels of competition based upon size, age and skill levels. Competitive components may exist within the organization as a platform for personal growth and the expansion of opportunities for its own participants.

Competitive

Consists of private, spin-off, travel, clubs or groups and may have paid coaches and administrators. Games scheduled against teams from outside the local organization. Participants take part in tryouts and can be cut from the team roster. Does not provide opportunities for players of all levels of ability. Both resident and non-resident players are recruited. Registration fees are higher. Serves the needs of a limited number of residents. ~~Competitive definition also applies to private/travel/club groups.~~

Primary Season

This season is first in priority in the allocation of field times. A traditional (Little League, Soccer, Youth Softball) group's basic primary season. City of Encinitas

designated prime season for a particular sport. Relating to spring, summer, fall and winter usage.

Designated Primary seasonal youth sports are as follows

JANUARY – JULY: Baseball, Softball, Lacrosse
(Spring/Summer)

AUGUST – DECEMBER: Football, Soccer
(Summer/Fall)

Secondary Season

This season is second in priority in the allocation of field times. Off-season programming for some resident recreational groups. Can be competitive based. A season not designated by the City of Encinitas as a primary seasonal sport, i.e. year round sports.

Local League Play

Games and practices are primarily scheduled against opponents, which are made up of local resident teams and/or played within the local Encinitas organization.

Regional League Play

Games are primarily scheduled against opponents from outside City limits.

Historical Use

Historical use is defined as recreational groups of 150 or more participants annually, which have permitted City athletic fields consecutively for the past five years.

Historical Lease

The City is obligated to abide by agreements which govern the shared use of City athletic fields, i.e. Ecke Sports Park lease with the YMCA.

Spin-Off Group

A sub-group defined as a team which has broken away from a founding group or organization.

New Programs/Groups

A sport or group which has gained popularity and growth in the community. A recently recognized sport or program. A new sport officially recognized locally by other agencies, i.e. California Interscholastic Federation – San Diego.

V. GENERAL CRITERIA

- A. Parks and Recreation Department staff will determine final allocations for youth sports groups by using the Athletic Field Use Policy.
- B. The Parks and Recreation Director or designee has the authority to implement rules and conditions of use that provide for consistent and

equitable use of athletic fields and are not limited to the standards and criteria listed herein.

- C. The Parks and Recreation Director or designee has the right to deny the privilege of continued use of City Athletic fields to any user who does not comply with the standards, criteria and conditions of use.
- D. City of Encinitas, Parks and Recreation Department programs are considered first priority.
- E. Priority use does not imply that any particular group may monopolize an athletic field for their sole use.
- F. Submittal of an application does not constitute approval of field use.
- G. Historical use will be considered in establishing priorities amongst user groups seeking similar field use times and fields.
- H. Athletic fields taken out of service for scheduled maintenance or renovation, will not be permitted for use.
- I. Permits are not transferable and permitted users may not grant third party users allotted/permitted field use times.

Trey Brown
1544 Gershwin Street
Cardiff, CA 92007

March 12, 2007

CITY OF ENCINITAS
505 South Vulcan Avenue
Encinitas, CA 92024

Attention: Planning Commission and City Council
Mr. Scott Vurbef

Re: Hall Property Community Park Project

To Whom It May Concern:

As a concerned parent and tax-paying citizen of this fine, North County coastal locale, I feel compelled to perform my civic duty by respectfully submitting this letter to champion the cause of the above-referenced endeavor, as described by the CITY. In my humble opinion, Encinitas, with its ever-increasing, family-oriented population, is seriously in need of additional recreational facilities. I am confident that area residents will be most appreciative to have a safe environment for their children to engage in healthy activities. As you well know, the highly energetic youth of today have many physical, outdoor interests. It would be optimal if these kids could have the invaluable opportunity to pursue the various organized sports offered by regional, non-profit organizations, at a park erected right in their very own neighborhood. For this reason, I would like to strongly encourage the development of the subject multi-use sports fields. Furthermore, I, wholeheartedly, support the installation of permanent lighting fixtures to enhance and maximize the use of the said athletic event grounds. I am very much in favor of this sports complex being built in phases, preferably with construction commencing immediately.

Thank you for your courtesy and careful consideration of the significant proponents presented herein.

Sincerely,

Trey Brown

C30-1

C30-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

February 26, 2007

Mr. Scott Vurbef
Planning and Building Department
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbef:

My home is approximately 50 feet from the southwest corner of the proposed Hall property park. Having read the EIR, I am very concerned about the proposed size and use that appears to disregard input from the surrounding community. I am in favor of a community park with sports fields, nature trails, planted buffer zones, a dog park and picnic areas but on a scale that does not overwhelm the surrounding community to the point of impacting quality of life.

C31-1

C31-1

Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

I am especially concerned about the level of traffic that will flow into the area day and night due to the excessive number of sports fields combined with the limited number of access points and parking facilities. The community that surrounds the park was developed many decades ago and the roads are narrow and most do not have sidewalks. Walking these roads can be very dangerous with just the residential traffic alone. Increasing the traffic flow considerably without proper access roads and adequate on-site parking especially at night is a recipe for disaster. There will be accidents and fatalities similar to the one that occurred on Santa Fe earlier this year to a fellow classmate of my daughter at San Dieguito Academy.

C31-2

C31-2

See responses to comments #C17-7, #C17-14, and #C17-15.

With only 419 parking spaces shown on the park project plan and based upon the planned usage, people visiting the park will be forced to drive and park on the surrounding narrow streets. For this reason, it's apparent the project is too robust for the surrounding area and should be downsized to minimize traffic congestion and most importantly minimize the danger to those who live in the surrounding community and to those who visit the park.

C31-3

C31-3

See responses to comments #B2-16 and #B2-17. A reduced intensity project alternative is addressed in Chapter 7 of the EIR.

Sincerely,



Louis H. Bunn
1579 Starlight Drive

Patricia Burnand
237 Via Palacio
Encinitas, CA 92024

March 8, 2007

Mr. Scott Vurbeff, Env. Coordinator
City of Encinitas
505 South Vulcan Ave.
Encinitas, CA 92024

Re: The Hall Property Draft E.I.R.

Dear Mr. Vurbeff:

I attended the March 1, 2007 Planning Commission meeting and have serious concerns regarding the Hall Property EIR and park and ask that you include the following comments in your final report:

C32-1

C32-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

The traffic study is not complete as many surrounding streets were left out of the study. Traffic is already cutting through many neighborhoods off of Santa Fe Drive, the park will increase this problem. Please complete a FULL traffic study, including streets such as Windsor, Munevar, Ocean Crest, Cathy Lane, Stratford Drive, Arden Drive, San Dieguito Drive, Cornish.

C32-2

C32-2

See response to comment #C17-7, #C17-14, and #C17-15.

Please justify how additional roundabouts and/or traffic signals will reduce the "significant impacts" to traffic, especially at Devonshire/Rubenstein intersection.

C32-3

C32-3

See response to comment #C21-3. Please review Mitigation Measure Traffic-8 in Section 3.2.5 of the EIR, which describes how a traffic management plan would mitigate secondary traffic effects associated with parking demand during Special Events.

Please clarify the glare caused by athletic lights – the Draft EIR states that the resulting light may be adverse and dismisses the impact as "less than significant", but then it states that the neighboring residential areas may have "significant impact". Please clarify this contradiction.

C32-4

C32-4

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Section 3.5.4 indicates that lighting impacts may be significant without mitigation measures, while Section 3.5.5 indicates that, with the specified mitigation measures, these impacts would be mitigated below a level of significance.

Lighting as proposed **should not be allowed.**

The EIR shows a shortage in parking during peak demand. How will parking and traffic not be impacted, even with suggested mitigation?

C32-5

C32-5

See responses to comments #B2-16 and #B2-17.

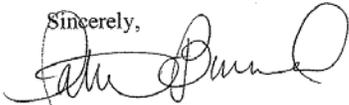
I oppose the proposed park. It is too large and is not a true community park. Please listen to the citizens of Encinitas and reduce the size of this monster.

C32-6

C32-6

See response to comment #C22-1. A reduced intensity alternative was addressed in Chapter 7 of the EIR. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

Sincerely,



Patricia Burnand

cc: Mayor James Bond
Council Members Barth, Houlihan, Stocks and Dalager

Planning & Building Dept. / City of Encinitas
ATTN: Scott Vurbef
505 South Vulcan Ave.
Encinitas, CA. 92024

3-12-2007
Re: The Hall Property Park

As a residents of Cardiff on Glasgow Avenue for the past 17 years, here are the points I have the greatest concerns about and feel are most important regarding development and plans for the park.

- Access should be reviewed again to keep in line with the original agreement at the time of the bond vote. Safety is a major concern on our street, Glasgow Ave.
- The Warwick alley opening issue is of grave concern with very unsafe conditions and no proper notice given at the time. This would create a “cut through” and short cut that we simply can’t handle! This was never handled appropriately.
- The size of the park should reflect the needs of our community, not just the sports enthusiasts that would include a massive influx of traffic, noise, etc. This was never to be a regional type facility. Scale it back and keep it simple to keep the cost in line with the current infrastructures ability to handle the financing needs.
- Noise is major concern. It doesn’t take a rocket scientist to figure out that the impact of park use on the immediately surrounding area would be huge. The residents at the end of our street were deliberately left off the area where noise abatement would occur with proper walls, etc. NOT ACCEPTABLE! Also the times of operation would encourage noise, etc. well into the evening. This would again detract from the quality of life on the street.
- Lights, lights and more lights, burning into the nights and messing up the views and scenery. I think you get my drift.
- Diversify the park uses towards a greater balance, not just a sports center for every weekend warrior with a ball or bat to use. Green belts, flowers trees, play areas, open space and quiet is good!!!

Thanks for considering our ideas, complaints and concerns in making this really a community effort.

 John S. Burroughs
1615 Glasgow Ave. Cardiff, Ca. 92007
Lela Sexton

C33-1

C33-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C33-2

C33-2

See responses to comments #C17-7, #C17-14, and #C17-15.

C33-3

C33-3

See responses to comments #C17-7, #C17-14, and #C17-15.

C33-4

C33-4

See response to comment #C32-6.

C33-5

C33-5

Noise impacts were analyzed in Section 3.4 of the EIR. The analysis determined that, with implementation of mitigation measures, noise impacts of the project would be reduced below a level of significance.

C33-6

C33-6

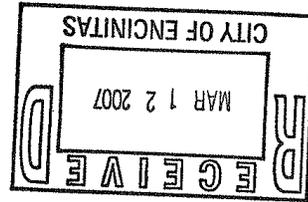
An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. See response to comment #C20-6.

C33-7

C33-7

See responses to comments #B1-13 and #C32-6. The Citizens for Quality of Life alternative, addressed in Chapter 7 of the EIR, could be described as a project alternative that provides a balance of active and passive park uses.

Planning and Building Department
City of Encinitas
ATTN: Scott Vurbeff
505 South Vulcan Avenue
Encinitas, CA 92024



Brett and Sheila Burruss
2590 San Elijo Ave.
Cardiff by the Sea, CA 92007

March 12, 2007

Dear Planning and Building Department:

As a resident of Cardiff by the Sea, I am writing to express my concerns with the Hall Property Park as proposed in the recent EIR.

C34-1

C34-1

Vehicular Access

When the Hall Property Park was first proposed, the entire community said they did want a park, but did not want their street to be the access to the park. This is understandable as the streets are quiet and not built to accommodate the additional traffic. The solution, and it seemed a good one, was to access the park from across the freeway at Villa Cardiff and from Santa Fe Drive. It appears that the original plan is being dismissed. Unfortunately nobody knows what the intentions are. The recent opening of Warwick, with no notice given to residents, is suspect. If vehicular access is allowed from Mackinnon, Glasgow or Summerset, you will have created a new shortcut for all of Cardiff to get to the grocery store. Nowhere in the EIR is that addressed. I strongly recommend that the original plan be adhered to. If the intersection on Villa Cardiff, or Santa Fe for that matter, cannot handle the additional traffic then scale back the use of the park to match the existing infrastructure. Later, when Cal Trans does the freeway widening, the intersections can be improved to accommodate an expansion of park use. **The park use should always match the existing infrastructure.**

C34-2

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C34-2

Project access is described in Section 2.5.11 of the EIR. The project would provide access from Villa Cardiff Drive and Santa Fe Drive. The project as currently proposed does not provide direct access from Glasgow Avenue, Summerset Avenue, or Mackinnon Avenue (west of Interstate 5). A reduced intensity alternative was addressed in Chapter 7 of the EIR.

C34-3

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record. It should be noted that pedestrian access to the park is limited by surrounding private properties and Interstate 5.

Pedestrian Access

I believe that Pedestrian access should be allowed at every point possible. This may help with traffic issues and prevent vandalism and trespass as kids will be climbing the walls or cutting through yards to get to the park.

C34-3

C34-4

As addressed in Sections 3.4 and 3.5 of the EIR, potentially significant noise and lighting impacts would be mitigated below a level of significance with implementation of mitigation measures provided in the EIR. Traffic impacts of the project, as addressed in Section 3.2, would not be fully mitigated below a level of significance.

Park Use

It appears that the goals of the park don't match the goals of the neighbors. The use of the park for regional competitions will simply be too much impact on the surrounding neighborhoods. The traffic, noise and lighting until all hours would not be unacceptable to anyone, especially if it were next door to you. The parks' use should be

C34-4

The EIR is programmatic in nature and it is anticipated that the project would be developed in phases.

limited so that it becomes an asset to its neighbors and not a major liability. I recommend that the park be built in phases over time. The first phase should include the grading, drainage, access and parking, and a minimum of recreational facilities based on the existing surrounding infrastructure. Future expansion plans could be included as the community deems necessary. This approach saves money and gets the park built now! If you choose to keep pressing for the existing plan there is a group of residents who are planning to sue the city, thus costing us all a lot of money and holding up the project potentially for years. If the scenario plays out, we might need to hold off building the park until Cal Trans does their improvements. What a shame to waste time and money. Please work with the opposition to get a park built now!

C34-4
cont.

Lights and Sound

Remove the lights! This is a huge problem to the surrounding neighbors. As for the sound issue I believe the design could be much improved. The current design calls for a wall that runs only partly around the perimeter of the park adjacent to the neighbors. Walls are not very effective at removing sound. With 44 acres to work with, it seems that berms could be used at both the freeway and residential borders. This allows quiet enjoyment of the park from freeway noise and protects the neighbors from having their peace disturbed. The berms could be landscaped to provide additional visual buffers.

C34-5

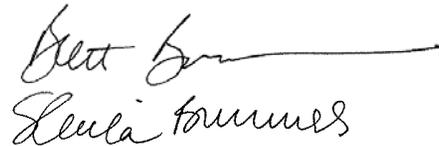
C34-6

In conclusion, please revise the plan to respect the neighbors and the existing infrastructure. We would love to see the park be built as soon as possible.

C34-7

Thank you for your consideration,

Brett and Sheila Burruss



C34-5

Chapter 7 of the EIR addresses three project alternatives that do not propose athletic field lighting. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

C34-6

Solid barriers are known to be an effective and standard means of attenuating sound. As addressed in Section 3.4 of the EIR, the proposed walls would mitigate significant noise impacts of the project. Although berms may also serve to mitigate noise impacts, they are typically not used for this purpose when considering the amount of grading and land area necessary to construct them.

C34-7

Project alternatives are addressed in Chapter 7 of the EIR. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.



8 Mar 07

07.000

City of Encinitas
Planning and Building Department
505 South Vulcan Ave
Encinitas, CA 92024

Re: Hall Property Community Park
Draft Program Environmental Impact Report

My name is William Burton. My wife, Abbie and I are residents at 1648 Brahms Road. We have reviewed the proposed master plan for the park dated 12 Oct 06, and the draft environmental impact report, dated 25 Jan 07, which have formed the basis of our concerns over the implementation of the plan and it's impact on our neighborhood, and the surrounding community.

C35-1

Specifically we have the following comments:

1. The proposed program for the park does not appear to be supported by the number of parking stalls and should be reduced. The proposed 419 parking spaces will be, by admission in the draft EIR, not provide adequate parking for normal peak use of the park demand for 810 spaces.

C35-2

2. The increased traffic generated by the intensity of uses, particularly for special events, will negatively impact the surrounding surface streets and the access to and from our neighborhood. The suggestion in the draft EIR that the mitigation to overflow parking for special events would be shuttling from remote sites will not preclude visitors from filling up adjacent neighborhoods.

C35-3

3. The noise generated by daily use and particularly special events will be heard from our property and will have a negative impact on the quality of daily life and value of our property and neighborhood.

C35-4

4. The lighting of evening events from the 90-foot poles will be highly visible from our property and will have a negative impact on both on our property and the quality of the neighborhood. The draft EIR states that the surrounding neighborhoods may have significant impacts and seems conflicted with the proposed mitigation.

C35-5

5. The buffering proposed between the active portions of the site and the adjacent residential development is not adequate. While landscape plantings may, over time, reduce visual impact to adjacent properties, plant materials do not offer any noise mitigation.

C35-6

The planning and program of park amenities for the Hall property could potentially be appropriate for a park of this size being developed within the context of a new community; however, this is an

C35-7

C35-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

C35-2

See responses to comments #B2-16, #B2-17, #C17-7, #C17-14, and #C17-15. The analysis in Section 3.2.3 of the EIR indicates that the project's 419 parking spaces would provide an adequate amount of parking for normal park operations. An estimated worse-case demand of 810 spaces would be needed for special events (three to four times per year). Mitigation Measure Traffic-8 would reduce potential secondary traffic impacts associated with special events parking to below a level of significance.

C35-3

See response to comment #C35-2.

C35-4

An analysis of noise impacts is provided in Section 3.4 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Under CEQA, economic impacts are not treated as significant effects on the environment [CEQA Guidelines Section 15131 (a)].

C35-5

An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance. Section 3.5.4 indicates that lighting impacts would be significant, while Section 3.5.5 indicates that, with the specified mitigation measures, these impacts would be mitigated below a level of significance.

C35-6

See response to comment #35-4. The park buffer is not identified as a noise mitigation measure in the EIR.

infill project and, as such, requires a higher degree of sensitivity to adjacent land uses than is reflected by the plan and program. It is our opinion that this error in the initial approach to planning the park has resulted in over programming the site to the detriment of the both the surrounding neighborhoods and the community. The City should look to a higher degree of shared used with existing schools within the City and should, for example, consider existing uses such as the skate park and lighted ball fields at the Encinitas YMCA to fulfill these need within the community, or existing high school facilities for a teen center.

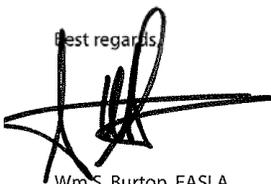
As residents and taxpayers within the City of Encinitas, we strongly object to the use of the Hall property as currently proposed.

C35-7
cont.

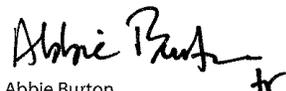
C35-7

The opinions expressed in this comment are noted for the record. The City has not identified existing facilities that are readily available to serve anticipated users of the park and a Needs Assessment for Specialized Facilities prepared in 2007 (attached in Appendix P of the EIR) found that the City has a shortage of recreational facilities included in the proposed park design, such as baseball and softball fields, basketball courts, etc. The City has long standing joint-use agreements with the Cardiff, Encinitas and San Dieguito School Districts. The City developed, maintains and operates Paul Ecke Sports Park under a 25-year lease agreement. The current lease expires On August 1, 2014 and has the options to extend the lease for an additional 10-year period, upon mutual consent. The City has had preliminary discussions with the YMCA and all indications are that the lease will be extended.

Best regards,



Wm S. Burton, FASLA



Abbie Burton

cc: James Bond, Mayor
Jerome Stocks, Deputy Mayor
Teresa Barth, Encinitas City Council
Dan Dalager, Encinitas City Council
Maggie Houlihan, Encinitas City Council
Scott Vurbeff, Environmental Coordinator

WSB/tr

From: Christy Bustamante [mailto:christyacct@cox.net]
Sent: Tue 2/27/2007 3:56 PM
To: Dan Dalager; Ms. Houlihan; Ms. Barth; Jerome Stocks; Jim Bond
Subject: PROPOSED SKATE PARK

February 27, 2007

To the Encinitas City Council:

Re: The Skatepark at the Proposed Hall Property Park

I am a mother of two teenage boys. My home is two blocks from the Hall property. Though my husband and I would have preferred our children to direct their passion towards more traditional sports such as soccer or baseball, they both skateboard and are passionate about it. We support their passion to skate. It beats playing video or computer games or watching TV. It is great exercise and requires skill.

A few weeks ago I received a call from my fourteen year old son. He and seven friends had been arrested by the Encinitas Sheriff Department for trespassing on the Hall Property. They were skateboarding. These boys were told by Sheriffs to get on the ground, frisked, read their rights, handcuffed and taken to the station. The Sheriff's did not find any cigarettes, drugs, alcohol or spray paint. These are good kids just looking for a place to skateboard. The Sheriff's department told us the City wanted them arrested and that the Sheriffs department was just enforcing the law. I realize that the City's actions were mainly due to liability issues. However, if eight teenagers were on the Hall property playing baseball, would the City and the Encinitas Sheriffs have taken the same course of action? The liability to the City would have been the same. These boys were unfairly treated like criminals. I am appalled by the City's actions. The only place to skate for free in Encinitas is Leucadia Park. The park is always packed with skateboarders. We need to provide skateboarders with a free, safe place to skate.

Skateboarders are the only people that frequent the Hall property. Do you know why? The city has plenty of baseball fields, soccer fields, basketball courts, playgrounds, tennis courts and walking trails, all free and accessible to the community. In February 24th's newspaper I read that the "Citizens for Quality of Life" would like to eliminate the skatepark due to liability issue and in place build more basketball courts and tennis

C36-1

C36-1

The opinions expressed in this comment are noted for the record. This comment does not specifically address the sufficiency of the EIR in identifying and analyzing the project's environmental impacts.

courts. This would not eliminate the liability for the City. Youths and adults could be injured in any recreational activity or at the dog park, not just skateboarding.

I urge you to keep the Skatepark and Teen Center as it is presented in the original plans. The skatepark should be a priority. This is a proposed Community Park. We, the citizens of Encinitas, should all share the park as a community, not discriminate against certain groups in our community. Skateboarding is a growing sport and is not going away. I urge the City Council to be proactive and build the skatepark as proposed.

C36-1
cont.

Sincerely,

Christy Bustamante
514 Warwick Avenue
Cardiff, Ca.

March 1, 2007

Scott Vurbeff
Planning and Building Dept.
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024

Subject: WE CHALLENGE THE DRAFT EIR
DOCUMENT REGARDING THE HALL PROPERTY PARK
PLANS ON THE ISSUES OF TRAFFIC AND
CONGESTION.

Dear Mr. Vurbeff,

The proposed RJM proposal for a "Special Use (Sports Complex) Park" is not acceptable because:

A. The Draft EIR has taken a carefully reduced study when it comes to the overall impact of traffic and congestion on adjoining streets. The statistics and analysis fails to consider other major planned projects for the area. Traffic impacts listed in the report are unrealistically projected up to the year 2030. Twenty-three years from now.

B. Pedestrians will be put at further risk along adjoining streets and attempting to cross at intersections. There is a present danger for walkers; the DEIR does not address existing problems.

C. If a "Special Use (Sports Complex) Park" is adopted on the basis of the projected plan only 419 spaces are provided within the park -off-site parking would create congestion and dangerous situations for drivers and pedestrians. The Alternative park plan provides for 450 spaces, a much more realistic parking plan for a "community park."

C37-1

C37-1

Cumulative traffic impacts are addressed in Section 3.2 and 5.4.2 of the EIR. A project's traffic impacts under build-out conditions are normally assessed in CEQA documents.

C37-2

C37-2

See responses to comments #C5-1, #C17-7, #C17-14, and #C17-15.

C37-3

C37-3

See response to comment #35-2.

D. The pending Scripps Hospital expansion will have an additional adverse impact on the overall traffic problem. The Draft EIR fails to provide answers because the report is so narrowly focused.

C37-4

C37-4

Traffic volumes from the Scripps Hospital Master Plan Expansion were included in the cumulative traffic analysis. See Section 5.4.2 and Appendix B of the EIR.

E. The DEIR fails to recognize the width and condition of existing streets in the area of the park. Existing maps do not accurately portray actual conditions and no provisions are made for street improvements.

C37-5

C37-5

The project's traffic study considered existing street conditions affected by the project. See Appendix B of the EIR.

The "Special Use (Sports Complex) Park" plan should be rejected and the CQL alternative plan for a true "Community Park" plan should be adopted.

C37-6

C37-6

Chapter 7 of the EIR addresses the Citizens for Quality of Life Alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

Please add this letter to the permanent record and present these comments to members of the Encinitas City Council in order that they make intelligent, informed decisions.

C37-7

C37-7

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.

Sincerely,

Linda Carol
Neighborhood Homeowner
946 Devonshire Drive
Encinitas, CA 92024
760-942-9907

Scott Verbeff
Environmental Coordinator
505 South Vulcan Avenue
City of Encinitas, CA 92024

RE: Hall Property

Dear Scott:

I am a concerned citizen that lives in the area of the planned "community park".

There are two items I would like to address the first is "traffic" if Mackinnon is closed all the pressure will be on the Villa Cardiff, Mackinnon East streets, which of course will involve the whole East side of the park from Santa Fe to Birmingham and all the way back to Crest. These neighborhoods will be greatly affected, and would be required to carry the blunt of the traffic.

The other item, is keeping this a "community park", not a sport park for tournament, once tournament play is brought in the whole dynamics of the park changes. The fields will need lighting which will be on 90 foot poles, and I understand there will be approximately 20 of these. The park would be open from 5 AM until 10 PM week days, and possibly midnight on Friday and Saturday nights. If tournament play comes in then that affects the parking, there are only 419 parking spaces, and the EIR stated we needed at least 800. The list of the domino effect could go on and on.

I want a "community park", that will provide something for everyone.

Please consider what would happen to our community if Mackinnon is closed and if once tournament play is brought in, and the issues it will cause.

Sincerely,

Signature *Abel & Margarita Castellanos*

Address *1592 Kings Cross Dr. Cardiff*

Date *3-6-07*

C38-1

C38-1

The alternatives analysis in Chapter 7 of the EIR addresses a project alternative that would keep access to Mackinnon Avenue open to through traffic. This alternative would avoid significant traffic impacts on the intersections of Villa Cardiff Drive/Windsor Road and Villa Cardiff Drive/Birmingham Drive. In addition, this alternative would avoid significant traffic impacts on two street segments east of Interstate 5: Santa Fe Drive between Mackinnon Avenue and Windsor Road and Birmingham Drive between the Interstate 5 Northbound Ramps and Villa Cardiff Drive.

C38-2

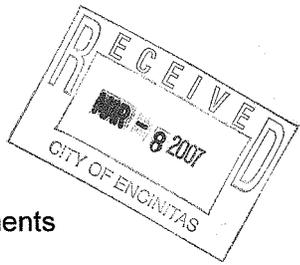
C38-2

As noted in Section 2.5.8 of the EIR, the project is anticipated to accommodate special events on the athletic fields three to four times a year. See response to comment #C35-2.

C38-3

C38-3

See responses to comments #B2-16 and #B2-17. These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project.



Hall Property Draft EIR Comments

This report has serious shortcomings & inadequacies. It does not adequately address many of the impacts of the proposed special use park. The Draft EIR must fully evaluate the many impacts and provide adequate mitigation. The report downplays or ignores traffic, noise & lighting conditions in order to reduce the effects of the proposed project. When the true impacts from these areas are determined and evaluated, the EIR must go back & re-analyze where significant impacts occur and how they are to be mitigated. The following addresses some of the areas that we have found to be problematic:

C39-1

C39-1

See responses to comments #C39-2 through #C39-33.

Summary

- The Summary (page s4) indicates that the park will be used for organized **resident** sport leagues & other events. Why are they addressing regional tournaments if it is for resident leagues? What are the other events?
- In the stated project objectives (item 6), to provide buffers to residential uses, why are there no buffers along the northern portion of the project? There should be a buffer along the northern portion of the park as well as sound walls along the access alley off Santa Fe to protect the residences adjacent to the alley.
- Under project alternatives, *less intense alternative*, why did they pick a park design that striped away everything (see section7) so that the project would not meet the stated objectives? The EIR could have analyzed a similar park with only three playing fields instead of five & no lights. This would have been the environmentally superior alternative in that it would reduce impacts & meet the project objectives including providing the room to add a buffer along the north side, which is a stated objective. There is no basis to make a determination that a three field park would not fulfill the unmet needs of the city. This determination of unmet needs has never been established. The City refused to do a study to determine this need. The EIR itself supports the contention that five fields are for regional requirements, not to meet the city of Encinitas's needs. The EIR must objectively evaluate alternatives & not use circular logic to dismiss everything but the proposed park.

C39-2

C39-2

The commentor is correct that the proposed park is planned for use by resident sport leagues and organizations. As described in Section 2.5.10 of the EIR, the City would not host regional tournaments, but local youth sports leagues are typically on a rotating tournament host assignment, pending field availability. For this reason, it is likely that the park would host local tournament events three to four times a year, and these special events are analyzed in the EIR. The EIR does not assume large regional tournaments as the purpose of the park is to serve the local community and large regional events require facilities beyond those proposed for the park.

C39-3

C39-3

Land uses located to the north of the site include retail/commercial uses that do not have as stringent standards associated primarily with allowable noise levels. Since the proposed project would not exceed any noise thresholds associated with the retail/commercial uses to the north of the site, no sound attenuation devices (such as a masonry wall) would be required. The properties identified in the comment are in proximity to Receptors 1 and 10 as shown in the Noise Impact Analysis prepared for the proposed project (Appendix E to the EIR). Based on the traffic noise modeling conducted for these locations, noise levels are not anticipated to exceed 60 dBA CNEL and the relative increase is less than 3 dBA. Therefore, no mitigation was designed for houses along the northern access.

C39-4

C39-4

See response to comment #C17-6.

C39-5

C39-5

See response to comment #C17-6.

Traffic

- The Report does not address the cumulative effects of the traffic mitigation proposed for Santa Fe. For example what will traffic be like w/ an existing round about, new stoplight, existing stoplight, new stoplight/roundabout, existing stoplight? This might be the scenario going east on Santa Fe from the Rubenstein/Devonshire round about to the on/off ramps on the east side of I-5. This configuration of traffic controls must be analyzed in detail including impacts to emergency hospital traffic.
- The EIR lists a left turn lane & left turn signal stoplight into the access alley off Santa Fe as possible mitigation. This needs to be given further consideration to see if it is even possible. Currently there is cuing in the left turn lane for one to two cars. At peak use there probably needs to be cuing for 10-14 cars if not more. During normal usage probably 4-8 is required. There is no room to expand the left turn lane with out removing cuing spaces from the left turn lane into the hospital. If the turn lane overflows, it will block traffic, cause delays, & cause blockages at the hospital/Santa Fe intersection. This condition needs to be studied & if it is not a feasible mitigation measure, it should be deleted from the report.
- The EIR also lists a round about as a possible mitigation measure to solve the access issues at the hospital / shopping center & northern park access. The report should eliminate this option for mitigation or explain how this option could feasibly be implemented. The current shopping center/hospital intersection is located approximately 250' east of the alley access. It would require an elongated round about of 350' to 400'. There is not sufficient room to provide such a device nor is it clear if a round about could adequately handle the traffic volumes. If the plan is to realign the Hospital & Shopping center entrances to make a round about feasible, this mitigation measure should not be considered until both the Hospital & Shopping center have consented to this realignment.
- The EIR does not address traffic & parking impacts on all of the side streets surrounding the park. The report must address these streets on both the east & west sides of I-5. At a minimum the following streets should be studied: Rubenstein, Devonshire, Warwick, Sheffield, Caretta Way, Starlight, Bach, Vivaldi, Sommerset, Glasgow, Ocean Crest, Cathy, Kings Cross, & Munevar. The idea that shuttles will mitigate the traffic problem when overflow parking is required is unenforceable. It is human nature to try & park as close as possible & walk to one of the pedestrian or vehicular access points to the park. These traffic & parking impacts must be addressed. The city of Encinitas has identified Rubenstein Avenue & Summit Drive as a traffic calming area & plans are currently under way to design traffic calming measures. How can a project that produces impacts counter to the measures being considered by the city be allowed to move forward in its current configuration?

C39-6

The EIR and the Traffic Impact Analysis prepared in support of it, base their analysis on potential impacts at intersections and along segments. As discussed in the EIR, the proposed project has the potential to result in significant traffic impacts. Mitigation measures recommended in the EIR would reduce the impacts to less-than-significant levels. The identified mitigation measures would reduce impacts at the locations identified in the EIR to result in an unacceptable level of service. In some instances, a choice of mitigation is provided to allow for flexibility in reducing the significant impact and recognizing that some mitigation measures require the contribution of fair-share fees to the mitigation decided upon by other projects in the area. Based on the traffic impact analysis, any of the identified mitigation measures would reduce significant impacts at specified intersections and segments to less-than-significant levels equally.

With regard to emergency vehicle access, please also refer to Response C103-7.

C39-7

See response to comment #C17-10.

C39-8

C39-8

See response to comment #C17-11.

C39-9

C39-9

See responses to comments #C17-14 and #C17-15.

C39-10

C39-10

See responses to comments #C17-14 and #C17-15.

C39-11

C39-11

See responses to comments #C17-14 and #C17-15.

- The Analysis for traffic under Tournaments & Special Events is flawed. It assumes 1,500 cars will access the site with one trip in & one trip out for a total of 3,000 average daily trips. This vastly understates the traffic load. Most people who attend these events come & go. They go out to lunch, they go to get ice & drinks for their coolers, and they drop their kids off & then pick them up. The average considered should be at **least 4** trips per vehicle for a total of 6,000 average daily trips. The impacts of at least 6,000 ADT must be figured in the EIR during Tournaments & Special Events.

C39-12

C39-12

See response to comment #C17-12.

- The peak analysis for traffic under Tournaments & Special Events is flawed. It figures 300 trips during the peak afternoon hour. This is vastly understated. The EIR indicates 380 trips per hour during a typical Saturday afternoon. How can a Tournament that draws 3,000 people produce less peak hour traffic than a typical Saturday Afternoon? The EIR needs to re-evaluate peak traffic & its impacts for Tournaments.

C39-13

C39-13

See response to comment #C17-13.

- It is not clear that the northern alley access has enough clear width to provide proper two way access to the park. Currently the Encinitas Fire Department requires a minimum 24' wide roadway to access most projects. The Federal ADA and State of California Title 24 requirements require an accessible route from the public right of way. This accessible route must be a minimum of four feet clear in width. Is there at least a 28' wide easement? If not, how will this access point comply with current codes? For a project of this size & nature, both major access points should provide accessible routes.

C39-14

C39-14

The project would provide improvements, including a pedestrian sidewalk, along the driveway access that extends from Santa Fe Drive. A 30-foot-wide access easement exists along this driveway and the easement width would allow for the compliance of minimum pedestrian and emergency vehicle access standards. Please refer to Response #B4-10.

Lighting & Visual Aesthetics

- EIR does not address the visual impacts of the lit up sky due to lighting of fields. It does address this issue under lighting & dark sky regulations, but not the **visual impacts**. It only addresses these impacts during daytime. The report needs to address what the sky above the park will look like at night with the lights on.

C39-15

C39-15

See response to comment #C17-16.

- The EIR dismisses the visual impacts of the ninety-foot high poles saying they are slender & will not be very visible. It omits mention of the 3-9 light fixtures mounted at the top of the pole that are probably over 24" in length and girth. These are not slender & will impede & interfere with ocean views from hundreds of residents to the east of I-5. These impacts must be considered & mitigated.

C39-16

C39-16

See response to comment #C17-17.

- The EIR does not consider the effects of the marine layer/fog on the dynamics of the lights. The report should have clearly identified that for many days in a typical year (120 or more) this area is **socked in** under the marine layer at night due to its close proximity to the ocean. The resultant fog / water molecules in the air will disperse the light in an uncontrollable manner. It will cause the sky to light up in an area much larger than the immediate park area & will cause light spillage at unacceptable levels to the surrounding residential area. The report must explain how it will mitigate these effects.

C39-17

C39-17 See response to comment #C17-18.

- The EIR does not account for how the lights will impair sunset views for the hundreds of residents to the east. The lights will be turned on prior to the sun setting, lighting up the darkening sky. This ambient lighting plus the physical presence of the light poles & fixtures will directly impair the beauty of the setting sun. This is not an issue that can be taken lightly. Views to the Ocean & the setting sun are a treasured cultural resource of any west coast beach community and the EIR must show how it will mitigate this significant impact.

C39-18

C39-18

See response to comment #C17-19.

- The EIR does not address the impacts the lights will have on the wildlife in the riparian setting at night adjacent to the park. There is no mention of this under the Lighting & Visual Aesthetics or Biological Resources. This important issue must be addressed.

C39-19

C39-19

See response to comment #C17-20.

Noise

- The EIR only addresses **average** noise levels that they generally claim to max out at about 50 dBA at the project boundaries. What about **peak** noise levels i.e whistles, shouting, horns, skate boarding etc. These sound sources are much louder. We measured sound levels at the property boundaries at various locations with one whistle blowing in various locations within the proposed park. The levels were consistently in the 70 dBA to 80 dBA at the project perimeter. Yet they are ignored, which means the city doesn't have to provide mitigation for them. These sounds are the most intrusive & the EIR must show how it mitigates these peak noise impacts. Recent court cases in California have set a precedent for mitigating peak noise as well as average.

C39-20

C39-20

See response to comment #C17-22.

- The report doesn't distinguish the **quality** of noise impacts, i.e. the difference between the steady drone of the highway & the shrillness of a whistle. Obviously these different types of sounds, even at equal sound levels, have quite a different impact.

- The basic assumptions the EIR uses to establish the level of the noise sources is weak at best & completely flawed in the worst case. This information is from the Appendix E table 10, page 26 & 27

For **skateboard parks** the EIR measured the sound levels for 21 minutes on a Wednesday afternoon w/ about 15 skate boarders in a park about the size of an acre. What about Saturday afternoons when there may be 100 skate boarders? How about measuring the sound levels for several hours during the day on different days to establish an average & peak sound level? To do no less is to deliberately understate the source noise level.

C39-21

C39-21

See response to comment #C17-23.

For **Dog Parks** the EIR measured the Sound level for 15 minute on a Tuesday evening. (Same comments as above)

For **Mixed-use sports fields** the EIR measured the sound levels for 25 minutes on a Wednesday between 8:42pm & 9:07pm. What about a Saturday? The report it self says *“For the purpose of this study, a mixed-use field noise level is anticipated to be similar to a softball/baseball field.”* Adult softball leagues don't have cheering sections & whistles blowing.

C39-21
cont.

These noise source levels must be re-evaluated & accurately stated with both average & peak noise levels considered. The EIR can then determine accurate noise levels at the park boundaries & provide appropriate mitigation measures.

- The EIR plans to mitigate the significant impact of the dog park through a sound wall, what about alternative mitigation measures, i.e. relocation of the dog park, or creating a berm. The mitigation only drops the dBA level from 52 to 47. The report indicates that a 3dBA decrease is imperceptible to most human hearing. This doesn't seem like much mitigation. The wall will not provide any mitigation at second floor levels, which will not be shielded from the wall.
- The report indicates that impacts like skate boarding which produce unacceptable noise levels between 10:00pm & 7:00am will not be a problem because the park is closed. There is no indication of how people will be kept out of the park during non-operation hours. How will this be enforced? If a skate boarder wants to go to the park at 6:00am how will he/she be kept out? Short of having full time guards at night, the report must show how it will mitigate the **significant** sound levels during the night hours. I don't think the honor system is going to work. The same goes for the dog park. The report does not address how lighting will be enforced as well, are the lights on timers or are the softball coaches going to have control? If the lights stay on for an additional 15 minutes to finish a game, the noise goes w/ it producing unmitigated **significant** impacts. The report must indicate how the park hours are to be enforced or mitigate the significant impacts that will be produced during the nighttime hours.
- The report does not adequately address the increase in noise levels at the park entrances due to traffic. It states that there will be less than the 3dBA increase that is considered significant. Where is the documentation to back this assertion? Currently along the Northern alley access point there is only intermittent traffic with maybe 20 ADT on a Saturday. The EIR indicates that a typical Saturday will have a peak of approximately 380 cars per hour. Assuming half use this access point that is 190 cars per hour using this alley adjacent to residential uses. Using a sound meter to measure the sound of one vehicle traveling at 10-15 miles per hour in this alley, we recorded sound levels of 60 dBA to 70 dBA at residential property lines. How can the proposed traffic from the park be an increase of less than 3 dBA than what currently exists which is essentially no sound from adjacent traffic? This must be addressed & mitigation provided. Again the berm/buffer must be extended to the northern limits of the park & overlap a sound wall to mitigate the noise impacts from traffic to the existing residential uses. The sound wall must incorporate sound absorbing

C39-22

C39-23

C39-24

C39-25

C39-26

C39-22

See response to comment #C17-24. Noise attenuation walls mitigate exterior usable areas, such as residential back yards. They are not intended to mitigate sound levels at the façade of second story buildings. Standard building construction normally provides up to 20 dB of interior noise attenuation. This is an industry standard for typical wood frame residential construction with windows closed. A standard wood frame wall would provide approximately 45 dBA attenuation, a solid core door would provide approximately 30 dBA attenuation and a single pane window would provide approximately 25 dBA attenuation. Total wall attenuation is generally reduced of the least effective portion of the wall system. Additionally, window and door seals are typically not as effective as when initially installed, thus the overall attenuation is generally assumed to be 20 dBA for a residential structure with the windows closed. A 10 dBA loss of attenuation is usually applied when the windows are in an open position.

C39-23

See response to comment #C17-25.

C39-24

See response to comment #C17-26.

C39-25

Section 3.4 of the EIR as well as Appendix E to the EIR both provide a full analysis of the proposed projects potential noise impacts. As discussed in these documents, the proposed project is anticipated to result in a potential noise level increase of 2.8 dBA at the project's northern entrance. The model runs and noise measurement data are provided within Appendix E.

C39-26

As shown in Figure 3.4-1 of the EIR, the project proposes a six foot masonry wall that would extend to the northern limit of the project site. Please refer to Response 39-3 for additional information regarding areas to the north of the project site along the northern access point.

materials to avoid bouncing the noise off the existing Concrete Masonry Unit buildings on the East side of the access alley

C39-26
cont.

- Why is no monitoring required to verify the sound levels under actual use conditions & no mitigation proposed? What if sound levels exceed those anticipated? This is required in the lighting section to verify anticipated light levels. Required monitoring is quite common in EIRs. This EIR must require that monitoring take place for a couple of years from full operation of the park as a way of verifying that mitigation measures are actually working.

C39-27

C39-27

See response to comment #C17-27.

Alternatives Analysis

- As mentioned in the summary section, the *less intensive alternative* with only three fields & no lights needs to be considered.

C39-28

C39-28

Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

- The objectives as stated are designed to eliminate all but the proposed project unless an alternative contains five fields and lighting. This is in direct contradiction to the CEQA, which requires that the environmental impacts of a project be objectively evaluated. CEQA also requires that alternatives that are environmentally superior be evaluated. To use the objectives as an excuse to ignore the impacts of a project over environmentally superior alternatives when no justification exists to even support the objectives (the number of fields required to meet the city's unmet needs) is a gross circumvention of the CEQA. This *skirting* of the laws must be addressed in the EIR.

C39-29

C39-29

See responses to comments #B1-13, #C4-1, #C17-6, and #C39-28. Under CEQA, project objectives are not used as a means for evaluating environmental impacts in an EIR. Project objectives are used to help a lead agency develop a reasonable range of alternatives in an EIR and aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The Final EIR has been revised and the Through Traffic on Mackinnon Avenue is no longer considered to be the Environmentally Superior Alternative. Based on the alternative analysis provided in Chapter 7 and summarized in Table 7-2, the Reduced Intensity and the Citizens for Quality of Life alternatives both reduce the most environmental impacts as compared to the proposed project. Therefore, these two alternatives are both considered to be the Environmentally Superior Alternative.

- Why was locating one, two or three fields at other locations not considered as an alternative. Soccer/baseball fields could be added at any number of existing parks. This would reduce impacts at the proposed park & provide the playing fields necessary to meet the city's unmet needs (what ever that may prove to be). In addition the city has other land that has been earmarked for park use, which could be used to meet the city's unmet needs. This alternative must be evaluated.

C39-30

C39-30

See response to comment #35-7.

- Public testimony at the city of Encinitas Planning Commission hearing to take public comments concerning the Draft EIR indicates that the number of existing fields for use by the community is not as inadequate as the condition of the existing fields. This EIR needs to consider refurbishing & maintaining existing fields to meet the needs of the community. Again this alternative in combination with the alternative mentioned above could certainly fulfill the city's unmet needs & produce a project that has less fields & thus less impacts.

C39-31

C39-31

The existing fields referenced by the commentor are owned, maintained, and operated by three local school districts (San Dieguito, Encinitas, and Cardiff). The City has no jurisdiction or control over maintenance practices for these fields. The community uses these fields due to a lack of fields owned and operated by the City. The condition of the fields owned by school districts is not subject to City maintenance standards. Because the City cannot control the maintenance practices of other existing fields in the Encinitas community, the alternative suggested by the commentor is not feasible.

- Under the *No Lights Alternative*, how can this EIR state that this option does not significantly reduce noise impacts? By eliminating the lights, all noise from most activities would be eliminated from the park after dark. The idea that daytime noise levels are not significant up until 10:00pm at night because the city's code allows those noise levels until that time ignores reality. The evening hours of 7:00pm on are when most people are unwinding from their day relaxing at home. Regardless of the City's standard, daytime noise levels until 10:00pm & on will produce significant impacts upon the adjacent residential community & must be addressed.

C39-32

C39-32

For the purposes of addressing noise impacts, Section 3.4.2 of the EIR identifies thresholds of significance. These thresholds are taken from the performance standards contained in the city's municipal code (Section 30.40.010A). As stated in the municipal code, these standards were established to minimize the adverse impacts of certain nuisance factors and to provide methods of determining compatibility between uses of land and buildings. It should be noted that the municipal code exempts public recreational facilities from being subject to these standards. However, they are used conservatively in the EIR as thresholds of significance. With respect to active park uses, Section 3.4.4 of the EIR indicates the project's significant noise impacts would only be associated with the dog park and the potential use of amplification during special events that would occur three to four times a year. Use of the dog park is not reliant on the athletic field lighting. However, without this lighting, potential significant impacts from any use of special event amplification after daylight hours would be avoided.

C39-33

C39-33

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

Final Comments

It is clear from reviewing this document that once all of the impacts are properly considered, the project as designed does not fit into this neighborhood. This is a land locked piece of property with no real access points that can handle the volumes of traffic that the project will produce. This special use park needs to be redesigned into a true community park with less intensive uses that are capable of fitting into the existing fabric of this residential community.

Gary Cohn & Deborah Pomeranz
1315 Rubenstein
Cardiff by the Sea, California 92007

David Collins
1088 Arden Dr
Encinitas, CA 92024
ph: 760.942.3743
email: david@collinshomeoffice.com

Mr. Scott Vubeff
Environmental Coordinator, City of Encinitas
505 So. Vulcan Ave
Encinitas, CA 92024

Re: Comments on the EIR for the Sports Complex at the Hall Property

Dear sir,

The EIR for the proposed Sports Complex in Cardiff fails to mitigate serious problems it will create for the surrounding community. The scale of the project is far too large and is therefore extremely incompatible with the existing neighborhoods that surround it. The existing and proposed infrastructure is woefully inadequate to handle projected traffic levels during periods of high use.

C40-1

C40-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

The levels of light and noise that will be experienced in the surrounding neighborhoods during tournament play ... both for major tournaments and community league play ... will vastly alter the quiet nature, character and quality of life in the surrounding neighborhoods.

C40-2

C40-2

An analysis of noise and lighting impacts is provided in Sections 3.4 and 3.5 of the EIR. These analyses determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance.

The traffic that will ensue, during meets and high use times, will be a nightmare. Proposed street access grossly underserves projected traffic levels. The proposed 411 parking spaces are far too inadequate to serve the 1500 vehicles projected by the developer. The surrounding streets are already packed with the vehicles of the people who live there. Where are those other 1100 cars going to park?

C40-3

C40-3

As indicated in Mitigation Measure Traffic-7, the EIR acknowledges that special events traffic would result in significant impacts that are both mitigable and unmitigable. With respect to parking impacts, see responses to comments #B2-16, #B2-17, #C17-7, #C17-14, #C17-15 and #C103-6.

It's hard to believe that the City of Encinitas would consider a project of this scope knowing that an equally large hospital expansion project nearby is already set to inundate the community in gridlock.

Does our community need some sports fields? Yes. But the proposed project, by its nature, plans far too many fields ...and for far too narrow a use ... soccer. What about the other sports activities necessary for a balanced recreational culture in our community? What about the other non-sports activities, vital to a community, that require significant open space?

C40-4

C40-4

See response to comment #C39-29. The Citizens for Quality of Life Alternative, addressed in Chapter 7 of the EIR, could be described as a project alternative that provides a balance of active and passive park uses. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

Preventing projects like this is the reason Encinitas incorporated in the first place.

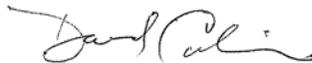
Act responsibly. Force the developer to propose a project that is of the scope and character that will benefit the surrounding community – not a megaplex that serves the narrow interests of proponents of the latest sports fad.

C40-5

C40-5

See response to comment #C40-1.

David Collins
Concerned Longtime Encinitas Resident



March 9, 2007

To: City of Encinitas/Scott Vurbeff
RE: Hall Property Community Park E.I.R.
From: Mike Mary Conway
1725 Mackinnon Ave.
Cardiff. 760-753-6864.

Please consider the following:

We have been residents of Encinitas since 1972 and are property owners on Mackinnon Ave. C41-1

Traffic & Parking is our main concern with the new Park and we strongly urge that Mackinnon Ave. be closed to through traffic as per the current plan. The alternate plan of using Mackinnon Ave as a main Park entrance would completely destroy the quiet residential nature of the surrounding neighborhood to the South. These neighboring streets are narrow, most with no sidewalks, stop signs or street lights creating a dangerous condition for pedestrians, especially children with the C41-2

C41-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

C41-2

See responses to comments #C17-7, #C17-14, #C17-15, and #C41-1.

increased traffic. The existing streets to the North & East of the Park and freeway are better equipped to handle Park access due to wider streets, sidewalks and other improvements as planned with the bridge realignment as proposed.

C41-2
cont.

Also it should be obvious that the Park can only be developed in such a way that on-site parking will satisfy all parking requirements thereby mitigating impacts to the surrounding residential area.

C41-3

This Park should be a Community Park designed to serve Encinitas only, with an emphasis on passive use and open space. Sports fields should be limited in number with restrictions on playing time to mitigate traffic and parking impacts.

C41-4

Lighting on the playing fields should not be installed as it would be disruptive to the neighborhood and environment and regional tournaments should not be allowed.

C41-5

In conclusion we would like to say that until the City Council listens to the wishes and concerns

C41-6

C41-3

See responses to comments #B2-16 and #B2-17.

C41-4

See response to comment #C41-1. Chapter 7 of the EIR addresses a reduced intensity project alternative, as well as other project alternatives that reduce impacts of the project. The city's decision-makers will determine whether the project should be approved as proposed or whether a project alternative should be selected.

C41-5

See response to comment #C41-1. Chapter 7 of the EIR addresses a No Athletic Field Lighting project alternative.

pg. 3

of the Park area residents there will be
no park, there will only be a succession
of lawsuits. The people of Encinitas
have legitimate concerns regarding
the current Park design which should
be addressed - compromise is the key
to success in this situation.

C41-6
cont.

Please preserve our adjacent
neighborhood and close Mackinnon
ave. to through traffic.

Sincerely,

Mike, Mary Conway

C41-6

See response to comment #C41-1.

March 7, 2007

Scott Vurbeff
Planning and Building Department
City of Encinitas
505 Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Vurbeff,

The Hall Property EIR has failed to include the following street sections in our neighborhood. I would like you to extend the scope of the study to include the following streets:

Arden Drive

In addition to this, the access to the park is not clearly defined in the EIR and appears unsafe for pedestrians and bike access into the park. Clearly define the access and egress so that this park can be enjoyed safely.

Safety is also a concern because all of the streets adjacent to the planned park have poor pedestrian access, no sidewalks, no handicap access, and no bike lanes. Please amend the park plans by making safe biking and walking an option which will reduce traffic and increase enjoyment of our community park.

Thank you,

Laura Cravens-Wertz
Signature LAURACRAVENS-WERTZ 1088 Arden Dr.
Print Name Address

Paul E Kouma
Signature PAUL E. KOUMA 1188 ARDEN DRIVE
Print Name Address

Chris Vestal
Signature Chris Vestal 1164 Arden Drive
Print Name Address

Eisenstein Black
Signature Eisenstein Black 1164 Arden Dr.
Print Name Address

Scott Berlin
Signature Scott Berlin 1138 Arden Dr.
Print Name Address

Judy Devlin
Signature JUDY DEVLIN 934 ARDEN DR
Print Name Address

Harry H. Cheney
Signature HARRY H. CHENEY 803 ARDEN DR
Print Name Address

Carey Preston
Signature Carey Preston 953 Arden Drive
Print Name Address

Susan Rummel
Signature SUSAN RUMMEL 952 Arden DR.
Print Name Address

C42-1

C42-1

See responses to comments #C17-7, #C17-14, and #C17-15.

C42-2

C42-2

See responses to comments #C5-1, #C11-2, #C23-5, and #C39-14.

C42-3

C42-3

See responses to comments #C5-1, #C17-7, #C17-14, and #C17-15.

Mr. Scott Vurbeff, Environmental Coordinator
City of Encinitas
Planning and Building Department
505 South Vulcan Ave
Encinitas, CA 92024

Dear Scott,

I know by now that you have probably been inundated by letters and e-mails, both for and against the development of the park on the Hall property, so I'll try to be brief.

My family and I live at 1501 Vivaldi St., in Cardiff, adjacent to the Hall property. I have attended nearly every planning meeting, and city council meeting regarding the property since early 2002. My wife and I have 3 active children, two boys 12 and 9, and a 5 year old daughter, so you can see that we are looking forward to a park. We have no problem with the design in general, but the lights, which were never on the original designs or specifically addressed until the EIR, are a huge concern. Also the potential for use as a destination for large regional tournaments brings the limited parking into question as well, because we worry that they will miss-use our streets.

Please give us a day use park, for use by the city residents and teams of Encinitas only! I know that the regional tournaments and night lights will bring in additional money for the city, but please let your decisions be guided by what you know is right for the area in your heart, not by greed.

I have looked at the night use parks throughout Encinitas and North San Diego County, and you can not show me one of them that doesn't negatively impact the surrounding neighborhoods. We can already see the glow at night from the San Dieguito Academy and Lake field facilities. Why would you add to that blight and light up the Hall property? It's wrong for the neighborhood and you know it. What would happen if you proposed to do this in Olivehain? It wouldn't fly, and yet some of those residents are pushing the approval for our neighborhood.

The question that you and the City Council members need to ask themselves honestly is: "Would I want those 90 foot lights in my back yard?". You are on the brink of ruining one of the last great places in North San Diego County with your decision to allow lights and night use at this park at the Hall property. Please weigh your decision carefully, because you will need to live with it for the rest of your life. Again I ask you to ask the Question: "Would I want this in my back yard?".

I will pray for you and the other decision makers. Please acknowledge receipt of this e-mail today, so I know that it becomes part of the record. Thanks.

Sincerely,

Will Creagan
Principal



Southwest Equity Partners
169 Saxony Road, Suite 111
Encinitas, CA 92024

760-642-0400, office
760-642-0401, facsimile
760-419-5300, mobile
willc@southwestep.com

P.S. I will mail a hardcopy of this letter to you, care of the City of Encinitas Offices on Vulcan.

C43-1

C43-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

It should be noted that Chapter 7 of the EIR addresses a No Athletic Field Lighting project alternative. The city's decision-makers will determine whether the project should include athletic field lighting.

Regarding traffic, see responses to comments #B2-16, #B2-17, #C17-7, #C17-14, and #C17-15.

C43-2

C43-2

See responses to comments #C43-1, #C17-16, and #C17-18.

From: Anne Daigle [mailto:annedaigle@yahoo.com]
Sent: Wednesday, February 28, 2007 3:12 PM
To: Deana Prentice; Jim Bond; Jerome Stocks; Teresa Barth; Maggie Houlihan; Dan Dalager
Subject: Hall Property - Support of Property for Soccer Fields and Lights

Dear Planning Commission and City Council Members,

I have been a resident of Encinitas for 20 years and I am writing to support the Hall property usage for five full size soccer fields and lights on the sports fields.

Why?

1. There is a continued shortage of field space for recreational and sports use.
2. Children and adults need to be active to maintain healthy living styles. Encinitas has the opportunity to make a statement in support of sports/activity to battle the growing obesity issues in America and consequently the morbidity problem associated with obesity. Everyone knows that activity is one of the keys to healthy bodies and minds.
3. Sports venues offer children opportunities to be involved in positive activities. It keeps children off the street, active, and away from other negative deterrents.
4. Team sports teach children and adults the importance of team building, diplomacy, and bond people of different diversities. We need to teach and support our community now so that they can understand and participate in community, state, US, and global issues.
5. We need field lights to support the families of Encinitas who work and only have the opportunity for their families to participate in sports at night.

We understand that there are some issues in the EIR report but all can be mitigated by various measures and should not foreshadow the need for sports fields.

I urge you to highly consider the Hall Property for the use of playing fields.

Sincerely,
Anne Daigle
2825 Crystal Ridge Road
Encinitas, CA 92024

C44-1

C44-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

March 1, 2007

Dear Mr.Vurbeff,

I am concerned about the negative changes that are described in the Hall Property EIR.

Noise Pollution

An amphitheater in the middle of a residential area? An amphitheater that will spread sound great distances? Sounds that will disrupt many peoples' lives, not only those in the immediate neighborhood. The community does not want this amphitheater in the park. It is intrusive. Who would want an amphitheater within blocks of one's home?

Congestion

We already have too much traffic on streets leading to the entrances of the park. The EIR lists significant congestion for the Birmingham and Santa Fe off ramps of the I-5. Windsor and Villa Cardiff will also be impacted. Plans for changing the traffic flow on Mackinnon will disrupt a quiet neighborhood. This is too high a price to pay for a special interest park that should never have been planned within a residential neighborhood. There is a reason why other communities have refused a special use tournament park. Surely, there is a better place for this proposed Special Use Tournament Park. Give us back the real community park we voted for in 2001.

Increased Traffic

This area is too small to be subjected to such increases in traffic. These increases will come from the expansion of the San Dieguito Academy and other nearby schools' expansions. It will come from the Scripps Hospital expansion. It will come from the various proposed housing developments. Now it will come from the park. Everywhere we will have expansion, except we are not widening the streets of Santa Fe and Birmingham, which are basically 2 lane roads. Where will all this traffic go? We all know the answer to that. It will go onto our neighborhood streets. And I object to that!

Toxins

According to the report, human receptors, a rather insensitive and uncaring term for people, could come into direct contact with residual pesticides and other toxins. That will put our health at risk. Our children will also be at risk. I ask the city to investigate studies to see if there is a rise in illness in people exposed to the toxins on the sites of former nurseries.

Light Pollution

90-foot light standards will carry light far into our surrounding area. For example, the lights from the park on Lake are seen from as far away as the 5/805 merge. In addition, those lights are nowhere near 90 feet high. I am saddened that we might no longer see the wonder of the night sky because of the park lights which will stay on until 10 p.m.

Vote

This Special Use Park must be put to a vote of the citizens of Encinitas. Give us back a park that will serve all the citizens of our city.

Sincerely,

Marie Dardarian

C45-1

C45-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

C45-2

C45-2

See response to comment #C45-1.

C45-3

C45-3

See response to comment #C17-7, #C17-14, and C#17-15.

C45-4

C45-4

See response to comment #C3-6, #C136-8, and #C176-9.

C45-5

C45-5

See response to comment #C45-1. Section 3.6 of the EIR addresses potential impacts related to hazardous materials that may occur on the project site. As indicated in Section 3.6.4, the potential effects on humans may be significant during construction activity and provides mitigation to reduce these impacts to less than significant levels. However, no significant hazardous material impacts would be associated with normal park operations.

C45-6

C45-6

See responses to comments #C17-16, #C17-18, and #C45-1. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance.

C45-7

C45-7

See response to comment #C45-1.

March 12, 2007

Dear Mr. Vurbeff,

I see that I did not include my address on the letter I presented to you at the March 1, 2007 hearing. I also wish to comment on the need for the Hall Property EIR data to address issues as they relate to those of us who live east of the freeway. Noise, light and air pollution do not stop at the freeway. Traffic does not stop at Windsor and Mackinnon. I request answers to the commissioners' questions presented that evening.

I saw the 20 page the Hall Property EIR document, which you signed on January 25, 2007, on the city's website. It is ironic that the drawing on its cover depicts what the citizens would like this entire park to be like, a true community park. It is a deceptive on the part of the city to present this document showing that picture, The cover should have shown all the playing fields, the 90-foot light standards, the amphitheater, dog park, skate board park, etc. I am offended that people are being deliberately misled by the city. The proposed park as it stands now does not belong in the middle of a residential area! I think the city needs to find another location for the park as it is now proposed.

I look forward to your response.

Sincerely,

Marie Dardarian

1376 Evergreen Drive

Cardiff by the Sea, CA 92007

C46-1

C46-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

C46-2

C46-2

See response to comment #C46-1.

C46-3

C46-3

See response to comment #C46-1.

February 6, 2007

THIS WAS COPIED TO
ALL COUNCIL MEMBERS

City Council of Encinitas

Re: Proposed Plans for Hall Property City Park

Dear City Council Members:

I am a resident of the Cardiff walking district.

I have reviewed the proposed plans for the city park at the Hall property. It seems clear that the proposal will have major adverse impact on the traffic situation in the immediate and larger community surrounding the park. Several major thoroughfares which are already overburdened with vehicular traffic, including Birmingham, Santa Fe Drive, and Mackinnon Avenue, will have markedly increased traffic as a consequence of the park and its large number of playing fields, especially during tournaments. Birmingham is already strained to the breaking point at times. The recent tragic traffic death of a student on Santa Fe Drive near San Dieguito Academy indicates the significant risks associated with thoughtlessly increasing traffic in an already congested area. The need for mitigating measures in the proposal, such as closing Mackinnon and creating new traffic signals and roundabouts, indicates the seriousness of the additional traffic problem, but will not solve it. Indeed it will simply create an enlarged traffic jam during tournaments.

C47-1

C47-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

C47-2

C47-2

Section 3.2 of the EIR acknowledges that the project would have significant and unmitigable traffic impacts. These impacts are described in detail in Section 3.2.5.

Clearly any change instituted in a city neighborhood must require balancing the desires of the local residents against the needs of the larger city constituency. It seems clear to me that the rights of the neighbors to a safe, quiet environment, free of overcrowding and noise, light, and air pollution, have not been given sufficient consideration in this plan.

C47-3

C47-3

See response to comment #47-1.

I would strongly urge the City Council to consider reducing the number of playing fields in the park so as to minimize the amount of increased traffic in the area. Furthermore, the addition of more natural green space would be very welcome in our overdeveloped community.

Sincerely,



Charles, K. Dashe, M.D.
2112 Oxford Avenue
Cardiff, CA 92007
(760) 942-2538

Scott Vurbef
Environmental Coordinator
City of Encinitas Planning and Building Dept.
Encinitas City Hall
505 S. Vulcan Ave. Encinitas, CA 92024
email: svurbef@ci.encinitas.ca.us

March 6, 2007

Re: Scope of Hall Property EIR

The Traffic and Circulation component (Section 3.2) of the EIR for the Hall property park is deficient in the following areas with regards to Santa Fe Drive:

1. The EIR does not include any traffic information for the sections of Santa Fe Drive east of Windsor. I'd like to request that the impact of the additional traffic along Santa Fe Drive in its entirety be included in the EIR. Specifically:

C48-1

C48-1 through C48-9

A. Impact of construction and park traffic on weekday evening rush hour (4-6 PM) traffic, which is projected to be the peak use time for organized sports.

C48-2

See responses to comments #C3-1 through #C3-9

B. Impact of the increased traffic on Santa Fe Drive on the safe ingress and egress of vehicles, pedestrians and cyclists from unsigned side streets, such as Crest Drive

C48-3

C. Impact of increased vehicular traffic on pedestrian and bicyclist safety. Santa Fe Dr. is a component of both the city wide trails and bicycle paths system, and there is no consideration of that usage and the impact of increased traffic on pedestrians and cyclists in the EIR.

C48-4

2. Proposed mitigation of traffic on Santa Fe Dr. by installation of a right turn lane onto Windsor for eastbound traffic:

A. This will not mitigate westbound traffic on Santa Fe Drive

C48-5

B. It's not clear that this would mitigate eastbound Santa Fe Traffic, since the majority of the traffic will continue on to El Camino Real

3. Cumulative impact of additional Scripps Hospital traffic and Hall Property park traffic is not clearly defined, and not studied for the entire length of Santa Fe Drive

C48-6

a. How will emergency vehicle traffic on Santa Fe Drive be accommodated during sporting events when the street is over capacity (LOS of F)?

C48-7

b. How will pedestrian and cyclist safety along Santa Fe Drive be maintained with a combination of high traffic volume and emergency vehicle traffic?

C48-8

The infrastructure to accommodate the park-related traffic, additional emergency vehicle traffic (from the Scripps expansion) and to insure the safety of both pedestrians and bicyclists needs to be put in place along Santa Fe Drive before the Hall property is developed and the Scripps Hospital expansion is allowed to proceed.

C48-9

Thanks for your consideration.

Waise Davis - 1144 Crest Dr
Enc, CA 92024

March 9, 2007

Mr. Scott Vurbef
Planning & Building Department
505 So. Vulcan Avenue
Encinitas, CA 92024

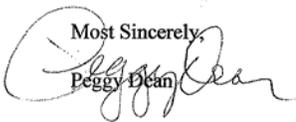
Dear Mr. Vurbef:

Please add my name to the list of concerned citizens who take exception to the present plans for the Hall property. I also am a long-term resident of this neighborhood—having resided here in Cardiff since 1972. I, too, have watched this community grow from a few unpaved roads and much open space into the thriving community it has become. I, too, have raised my children here—put down roots here. I know many of my neighbors and have come to love this peaceful and friendly, family-oriented, community. In this part of Cardiff we've managed to create a neighborhood where everyone not only knows one another but supports one another as well. And we all appreciate the small-town feel that has somehow remained in this area despite the seeming uncontrolled growth that surrounds us.

It's only been in recent years with the increase in population that our streets have begun to be filled with cars—be they those of people short-cutting on their way to work in the morning or parents hurriedly trying to get their children to school on time. During the worst of times, when freeways are jammed due to an accident, people leave the freeway looking for a shortcut to their destination—often finding themselves lost—having reached a dead end at one of these North end of Cardiff streets. All contribute to the difficulty of getting around in our own neighborhood during peak times of the day. This so-called plan that has been developed for the Hall Property does not adequately deal with the issue of traffic and the potential gridlock that could feasibly occur during proposed sporting events. Where would these people go? There would always be individuals attempting to find short cuts around the traffic backups and who would assuredly made attempts to access the park through our neighborhoods where parking already comes at a premium and where at certain points the streets are dangerously narrow. The children in our neighborhood would no longer be safe to walk or ride their bikes.

I must also protest the plan to erect 90 foot poles for lighting and, of course, the concomitant brilliant light that would illuminate everything for miles—many times brighter than the full moon. (Most of us are familiar with seeing the extremely bright light reflected from the park on Lake that can be seen from literally miles away!) Is this the City's gift to this part of Cardiff as well? Life as we know it in Cardiff would definitely be compromised. Any one of the **following**: increases in traffic, noise and ridiculously bright light would be sufficient to change out lives forever. The City seems determined to destroy the natural beauty of Cardiff and the beautiful community that has existed here for so many years. I hope the voice of reason will prevail and you will be moved to create an amended plan that will serve not only those individuals from other areas that hope to use the park as well as the many citizens that live in the surrounding neighborhoods.

Most Sincerely,


Peggy Dean

C49-1

C49-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

C49-2

C49-2

As indicated in Mitigation Measure Traffic-7, the EIR acknowledges that special events traffic would result in significant impacts that are both mitigable and unmitigable.

C49-3

C49-3

See response to comment #C49-1. An analysis of lighting impacts is provided in Section 3.5 of the EIR, which determined that, with implementation of mitigation measures, such impacts would be mitigated below a level of significance.

C49-4

C49-4

See response to comment #C49-1.

Janie DeCelles - 1631 Glasgow Avenue - Cardiff by the Sea, CA 92007
(760) 436-0361 Fax: (760) 943-8310 jdecelles@cox.net

March 8, 2007

Mayor James Bond
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

THIS WAS COPIED TO
ALL COUNCIL MEMBERS

cc: Scott Verbuff
Phil Cotton

Re: Warwick Alley Connection between Glasgow & Mackinnon

Dear Mayor Bond,

In June, 2006, Greg Shields, the City Engineer, granted a permit to a homeowner at 1606 Mackinnon Avenue to make improvements to public property - the alley connecting Mackinnon Avenue to Glasgow, which shows up as Warwick Avenue on some maps. This alley is the eastern side of the southern border of the Hall property, adjacent to the proposed Mackinnon entrance.

This alley had been closed to through traffic for over 25 years - in fact there were trees growing in the middle of the street. Years ago, before the City of Encinitas was incorporated, the County had installed a "No Through Traffic" sign on Glasgow just north of Berkshire in response to residents' requests to keep flower nursery delivery trucks from attempting to gain access to the greenhouses from driving down Glasgow to Warwick Avenue. Those trucks inevitably had to slowly back up on this narrow street, and they were a hazard to cars parked along the street.

The Mackinnon homeowner wanted to clean up the city owned alley which had turned into a public dumping ground for old furniture and unwanted large debris. The trees had prevented him from accessing his garage from Mackinnon and removing them gave him direct access. There was no public review or notice to any neighbors for this work done by a private individual on publicly owned property. The homeowner had the trees removed, graded the alley and put down gravel on his ½ of the Warwick alley. The City Engineer Greg Shields subsequently commented to one my neighbors who investigated that "he had made a mistake."

When I went to the City to get a copy of the permit, I asked why weren't the neighbors given "notice" of this proposed improvement and change in traffic pattern? The person at the desk told me that this wasn't the type of permit that required notice because it was more like work on personal property. Since when is a publicly owned street like personal property? Aren't there some liability issues to consider when the City lets a private citizen make "improvements" to public property?

C50-1

C50-1

These comments will be provided to the city's decision-makers for consideration when they take action on the proposed project. These comments do not specifically address the sufficiency or adequacy of the EIR in identifying and analyzing the project's environmental impacts and are therefore noted for the record.

So, what are the consequences of the "mistake"? Now, drivers use this alley as a cut-through in their race to get their kids to Cardiff Elementary, avoiding the 2 stop signs at Burkshire - saving precious minutes on the frantic effort to get their kids to school on time. Now that Glasgow is no longer a dead-end street, there has been an increase in crime, with at least one stolen vehicle and at least one attempted home robbery. I am a single homeowner, and have always felt relatively safe living here alone - until now. When I bought my house in 1990, it was advertised as being located "on a quiet cul-de-sac in the Composer District".

C50-1
cont.

A petition was signed by over 60 neighbors on the affected streets and submitted to the City, asking for a return to the prior condition or a compromise solution which allowed partial access (so the Mackinnon homeowner could reach his garage) but not through access. A half hearted traffic study was done and dismissed which ignored the real problem.

My fear is that unless the City re-closes this alley, it will become a backdoor to the Hall Property Community Park. If you just look at a map, you can see how motorists will try to avoid the inevitable congestion by cutting through (to or from the park) via the Warwick Alley and Glasgow. The consequences to the local neighborhood from this hasty decision by the City Engineer need to be addressed by the Planning Commission and by the City Council.

C50-2

C50-2

See responses to comments #C17-7, #C17-14, #C17-15 and #50-1.

It's quite clear from reading the Draft EIR for the Hall Property, that the consultants strongly favor the "Through Access on Mackinnon" alternative. I think that would result in a chaotic mess on our quiet street and totally change the character of the neighborhood.

C50-3

C50-3

See responses to comments #B1-14.

I strongly urge you to initiate the process to re-close the Warwick alley street to through access, regardless of which access is ultimately selected for the southeastern access to the Hall Community Park. I would appreciate it if you would respond to me by letting me know what process is needed to accomplish this simple but important request.

C50-4

C50-4

See response to comment #C50-1.

Thank you for your attention to this matter.

Sincerely,


Janie DeCelles

Cc: City Council Members,
City Manager Phillip Cotton
City Attorney Glen Sabine

Map Attached

